

GRAIN DEALERS JOURNAL

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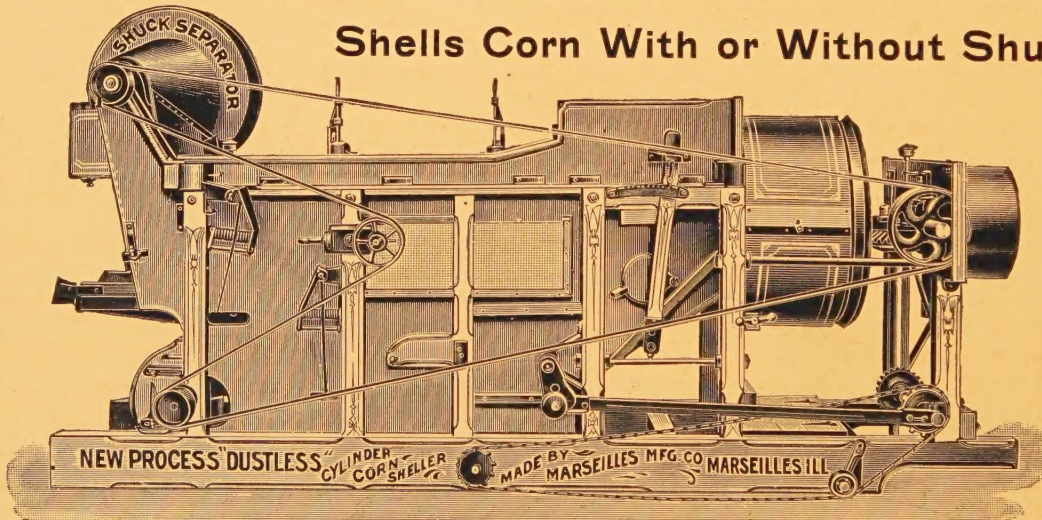
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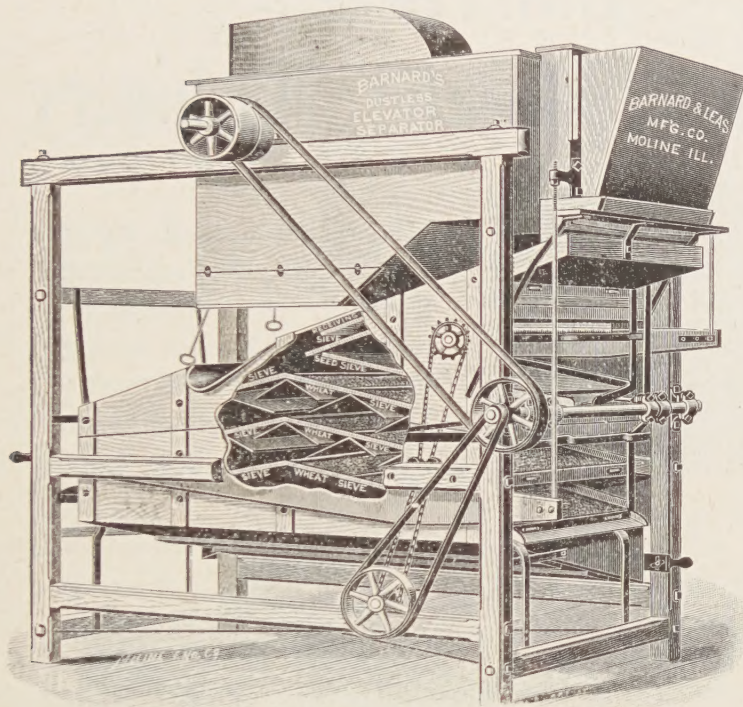
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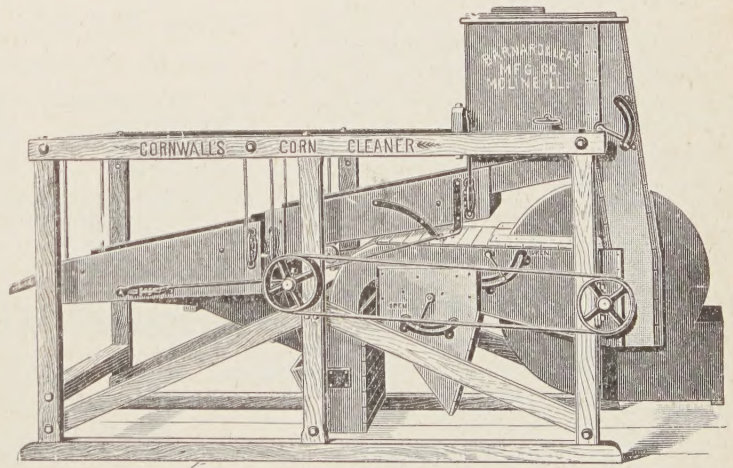
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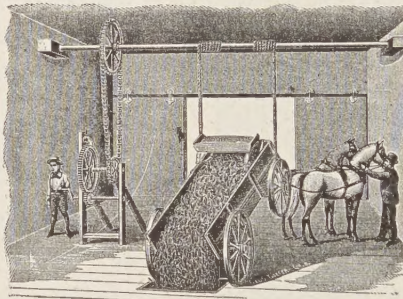
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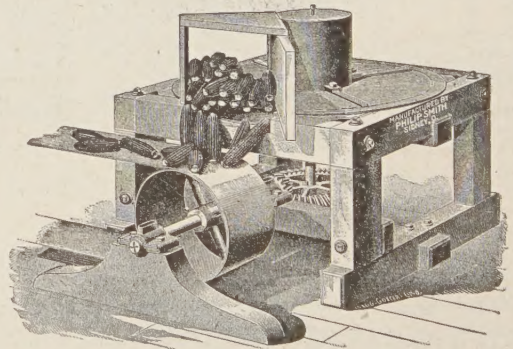


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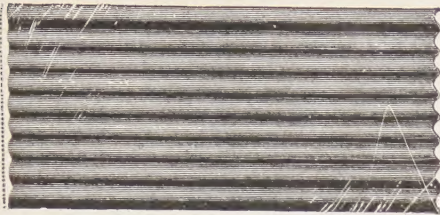
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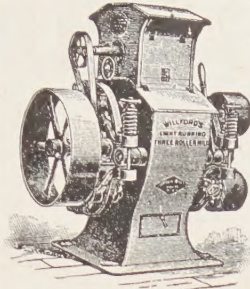
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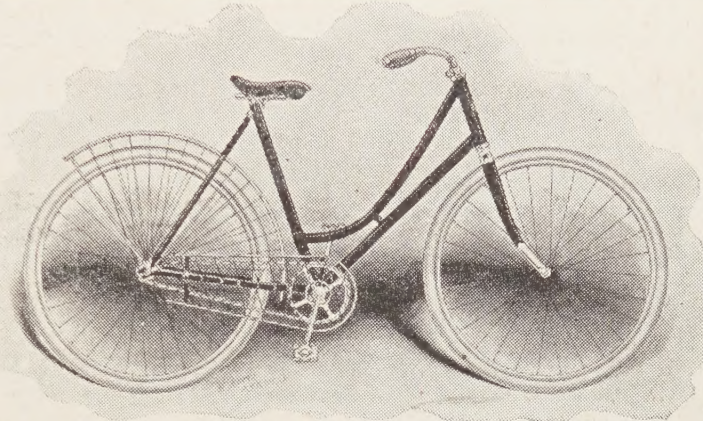
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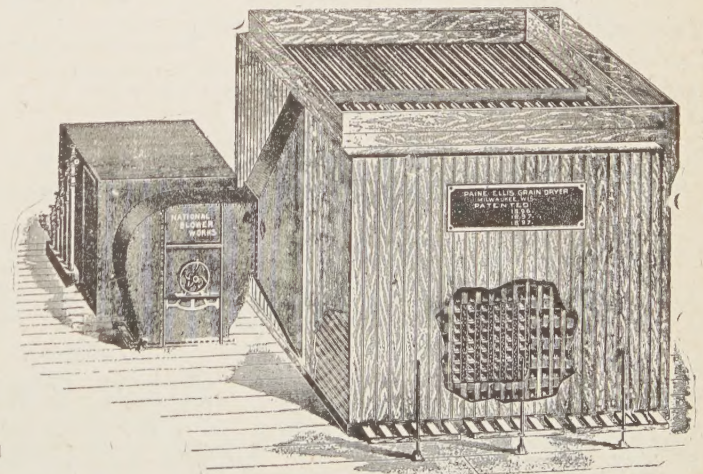
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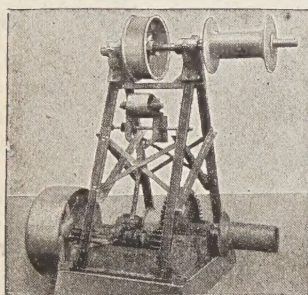
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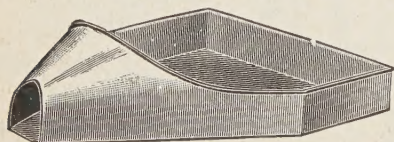
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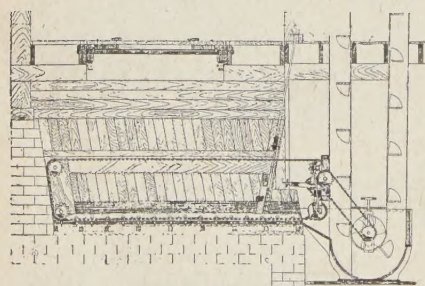
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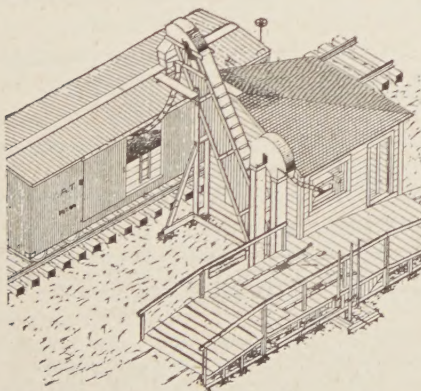
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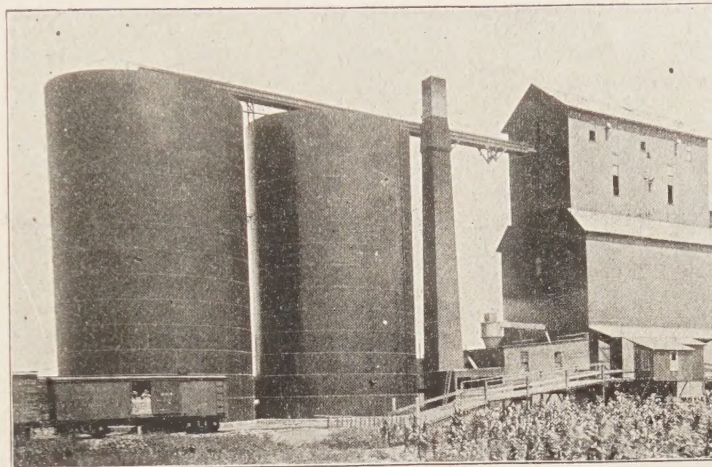
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FEED GRINDER for sale cheap; 24-inch, steel, double. Bargain. The best feed mill in the country. No use for it here. E. W. Labombarde & Co., Nashua, N. H.

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GASOLINE ENGINES at a bargain; 24 h.p., 12 h.p., 28 h.p.; also refitted scales. New elevator supplies. A. P. Ely & Co., 1110 Douglas street, Omaha, Neb.

SECOND HAND GAS AND GASOLINE ENGINES; dynamos and motors; all sizes; guaranteed for 1 year. Price Machinery Co., 54-60 S. Canal St., Chicago.

THREE IOWA ELEVATORS for sale, in the best grain section of the state; western Iowa. If you are looking for a good location and a bargain, address Lock Box 418, Charter Oak, Ia.

ELEVATOR PROPERTY for sale. A snap. The only dealer; shipped over 1,500 cars last year. Central state. If you mean business address confidentially, C. W. R., Box 7, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

ELEVATORS FOR SALE. We have on our lists, elevators for sale and lease in every locality, and it will be to the advantage of every prospective buyer to send us a statement of what he wants. We may know of just the plant he is looking for. Grain Dealers' Exchange, 94 Traders' Bldg., Chicago.

GRAIN AND COAL BUSINESS FOR SALE, at Red Oak, Ia., including elevator, coal bins and barns. Elevator, 25,000 bus. capacity; new and substantially built; only one in town. Grain and coal business both good. The best country elevator in Southwestern Iowa. R. A. Stevens, Red Oak, Ia.

ELEVATOR FOR SALE; in heart of grain country, having handled 350,000 bushels in 1898. Storage capacity, 50,000 bushels; daily capacity, 20,000 bushels. Elevator was built in 1896, is equipped with the best of improvements, new office and fixtures. Also four acres of land and residence property. Owners want to retire. Indiana, Box 6, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

FOR SALE.

FEED ROLLS, SCALES.—3 three-high feed rolls, 1 600-bu. and 3 60-bushel hopper scales, at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Ave. S., Minneapolis, Minn.

ELEVATOR 8,000 bushels, with wagon and hopper scales, 16 h. p. gasoline engine, wheat cleaner, sheller and dumps. Also grind feed. Good territory, local monopoly in grain, coal and farm machinery. Will have to sell soon. S. G. Chamberlain, East Liberty, Ohio.

FOR SALE; two elevators in town of Remington, Ind. Average amount of grain handled each year about 1,000,000. Only one buyer in town. These elevators have been under lease to same parties; but as the lease expires this summer houses are for sale. The cheapest property in the state. For further information write A. Wolcott, Wolcott, Ind.

BARLEY GERMINATOR for sale. Do not guess at the quality of your barley, or depend upon the buyer at the central market. Get a germinator, grow a sample and determine with exactness its true value. It will prove a profitable investment even if you ship but one car a year. Price, \$5 to points in the United States. Address Germinator, care Grain Dealers Journal, Chicago, Ill.

WANTED.

GRAIN TESTER WANTED. T. G. White, Marion, Ia.

COUNTRY ELEVATOR WANTED to buy or rent. Robert Davidson, German, Ohio.

ELEVATOR WANTED at good point in the Northwest.—Give particulars.—A. E. Conner, Arlington, S. D.

ELEVATOR WANTED in central Illinois. X. Y., Box 8, care Grain Dealers Journal, 10 Pacific avenue, Chicago.

WANTED.—Contractors to sell our grain handling machinery. See ad. B. S. Constant Co., Bloomington, Ills.

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POSITION WANTED as superintendent of terminal elevator. Now and for over five years foreman. Foreman, Box 5, care Grain Dealers Journal, 10 Pacific Av., Chicago.

ELEVATOR WANTED: Will buy or lease elevator in corn and oats district of Illinois. Must be good grain point. Address B. G., Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED.—First-class gasoline engine; 25 to 40 h.p. Prefer second-hand engine in good condition, in use not over one year. Columbia Mill & Elevator Co., Columbia, Tenn.

WANTED TO RENT with option of buying, a first-class grain business in good county seat in Central Indiana. Address, with full particulars, Central, Box 7, care Grain Dealers Journal, 10 Pacific Ave., Chicago.

WANTED.

BOILER WANTED, 25 h. p.; second-hand. W. W. Cameron, Chester, Neb.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

ELEVATOR: Wanted to lease elevator in good grain district of Iowa or Illinois. May buy. Give full particulars. Address W. A. Holdren, Thornton, Iowa.

GRAIN ELEVATOR in good town wanted in exchange for double store-room with stock of groceries, hardware and implements in Illinois town. C. S. Box 8, care Grain Dealers Journal, 10 Pacific avenue, Chicago.

POSITION WANTED as foreman or manager in Nebraska elevator. Ten years' experience with steam elevator in the state. References. Present contract expires July. A. H., Box 8, care Grain Dealers Journal, 10 Pacific avenue, Chicago.

SMALL ELEVATOR or warehouse in Iowa wanted to lease with view of purchasing. Give full particulars in regard to house, territory, amount of business done on last crop, number of houses in town, etc. Address Box 186, Hawarden, Ia.

POSITION WANTED with a good grain firm in office. Have had four years' experience buying grain at country stations and two years as a general track buyer. Good references. F. C., Box 7, care Grain Dealers Journal, 10 Pacific Av., Chicago.

ELEVATORS WANTED. We have frequent inquiries from grain dealers who desire to buy and rent elevators. If you wish to sell or lease your elevator list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Grain Dealers' Exchange, 94 Traders' Bldg., Chicago.

MISCELLANEOUS.

EAT WHITE'S WHEAT FLAKES. Made by T. G. White, Marion, Ia.

TO LET.—Space in this department, to elevator owners who wish to let an elevator or grain warehouse.

OAT CLIPPER for sale. One No. 4 Eureka, good as new. Price, \$50, f. o. b. cars here. D. N. Dunlap, Fontanelle, Ia.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

DRIER, been used only for tests; dries brewers' grain and corn perfectly and economically. Cost \$1,000, sell for \$350 f. o. b. Buffalo. Barton, Box 4, care Grain Dealers Journal, 10 Pacific Av., Chicago.

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TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.
BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., APRIL 25, 1899.

Has the linseed oil trust such a tight hold of the seed market that it cannot let go?

Kansas has another anti-trust law which seems to be aimed direct at the grain dealer, but it is not likely to make him any trouble.

The regular dealers along the Rock Island road west of Des Moines in Iowa will meet at Atlantic May 3. Every one of that section will profit by attending.

A number of new mechanical devices for facilitating the handling and improving of grain have been placed on the market this spring and more are to follow.

If the railroads fighting for freight in the surplus grain states continue to cut rates how soon will they be paying the grain shipper for the privilege of carrying his grain?

The clipping of wheat is surely being extensively advertised in the Southwest, whether or not the evil, as some are said to be branding it, exists to the extent that it might be supposed from the agitation aroused.

It seems very probable that the acreage of corn and oats will now be materially increased, hence farmers may be expected to market large quantities of these two grains as soon as they are through with their planting.

The Chicago grain fleet has started down the lakes and the railroads must once again compete with the lake carriers for grain freight. It is not likely that they will make any further reduction in rates, as present rates seem to be very reasonable.

Persons operating cleaning and clipping elevators should bear in mind that the combustibility of grain dust increases with age, hence it is dangerous to permit it to remain stored about the house. If impracticable to burn the dust at once, it should be removed as promptly as possible.

The Grain Dealers' Association of Western Ohio met at Greenville April 12 and re-elected most of the old officers for another year.

This association has been in successful operation for two years and has done much to alleviate the trials and troubles which beset the regular dealers of that district.

The Texas Grain Dealers' Association will hold a meeting at Ft. Worth May 8th and 9th, and after adjourning many of the members will go on an excursion to Mexico City. The association is doing much good work and growing. The trip to old Mexico will do much to draw the dealers closer together.

If gasoline was always stored outside of the elevator in a light place it would not be necessary for the elevator man to use a lantern, nor to strike a match to assist him in finding a leak in his gasoline tank. Most of those who have tried this plan are now dead, but the survivors pronounce it a forceful, simple and successful way of finding leaks.

The great demand for storage room at the head of Lake Superior during the last winter seems to have been influential in bringing about a large increase in the storage capacity of that district. If the improvements under way and proposed are made the grain storage capacity of Duluth and Superior will be increased by nearly 40 per cent.

More steel storage tanks will probably be built for the purpose of providing storage for bulk grain than for many seasons past, despite the fact that the sheet steel makers have been busy pushing up prices. The durability, simplicity and safety of this style of structure makes it attractive to all grain storers about to build and especially those who have lost one or more elevators by fire.

The regular dealer who hesitates to support his local association because his neighbor does not, needs the attention of a committee with sufficient diplomacy to bring him and his competitor together, and sufficient persistence to induce both to join and abide by the rules of the association. No dealer who has any money invested in the business can afford to withhold his support from the association.

Nebraska dealers will adopt uniform written contracts and thereby protect their business from the avaricious fickleness of the farmers who find they have more or less grain according as the market goes down or up. All dealers who buy from farmers for future delivery must eventually insist upon written contracts or suffer heavy losses and drive farmers to their competitors by their loose methods of doing business.

Some of the elevators in the Southwest (names not mentioned) have been charged with mixing pure wheat bran with elevator dirt and clippings and then selling it as pure wheat bran. There is no law

for the adoption by the trade of any rule and so long as a market can be found for the mixture at a good price it will be made and sold. The mixers are interested in selling at a profit, although they must recognize that misrepresentation is hardly honorable.

The elevator man who desires his insurance rate reduced can bring about the desired result by reducing the fire hazard. A clean, well protected elevator is invariably given a rate sufficiently lower than a dirty house to fully compensate the owner of the property for the protection given. Money invested in keeping an elevator clean, in reducing the liability of fire and in providing apparatus for extinguishing fires in their incipency invariably proves a good investment.

It is generally acknowledged that the cleaning elevator operators are the ones making the largest and surest profits today of any class identified with the grain trade and now this opinion is emphasized by the report of the Minnesota committee, which has learned that the farmers suffer heavily by shipping unclean wheat and by loading wheat into dirty and unswept cars, a fact that has long been known to the majority of those connected with the grain trade.

Minnesota grain commission men who comply with the new law must now apply to the Railroad and Warehouse Commission for a license, costing \$1 per year, and file a bond in sum to suit the Commission. If the shippers of the Northwest had been imposed upon recently by some robber or alleged commission man, such legislation would be expected, but no scandal of such character has arisen in the Northwest for years, and the law seems to be entirely uncalled for.

Minnesota will lease its elevator site at Duluth to the Grain Growers' Co-operative Association and that organization expects to erect a 400,000 bushel elevator in time to handle the next crop. The farmers' co-operative elevator companies are generally a failure in the winter wheat states, but they have been remarkably successful in the spring wheat states. Their success is due no doubt to the fact that they employ competent men to manage the elevators. This cannot be said of the old Scandinavian elevator, but at country points they have generally paid pleasing dividends.

The marked complexity of the mechanical devices attached to some gasoline engines brings this class of power into disrepute with elevator men who are unaware of the many simpler engines on the market. Most of the modern engines are very simple in their construction and operation, and even the country elevator man who has no knowledge whatever of mechanics can generally obtain a clear idea of the principles of an up-to-date

gasoline engine in a very short time. The new engines are not only simpler in their construction, but are also economical in their use of gasoline.

The plan to establish check weight bureaus to secure the frequent inspection of the weighing facilities at terminals, to watch the weighing and the condition of grain laden cars upon arrival which the Grain Dealers' National Association has been seeking to interest dealers in does not seem to meet with the approval of a sufficient number of shippers to warrant the establishment of such a bureau in any market. If the shippers are satisfied with the present out-of-date facilities and methods, if the weights returned to them from the different terminals are satisfactory, they should say so. A reply of some kind to the chairman of the committee is merited and surely will be appreciated.

At last the state of Minnesota has decided to establish boards of appeal at Duluth and Minneapolis for those who are dissatisfied with the grading of the inspectors. Each board will be composed of three members. Fee for appeal is only \$1. An unusual duty has been assigned to the members of the boards. That is that they shall meet not later than Sept. 15 and prescribe standards for grades which can be changed during the crop year only upon the approval of five members. The cost of appeal is very low and unless the work of the inspection department is perfect the boards will have much more than they can attend to. A disgruntled receiver or buyer will not let one dollar prevent him from registering a kick.

The Clipper, of Redfield, Ia., in a recent number publishes a notice of the National Association's plan for providing license fees for irregular and transient merchants in which it seems to doubt the right of a town to govern its own affairs. It matters not whether it has the right to enforce such a law or not. It does have a right to enact ordinances of the character referred to and the traveling imposters have not the means to fight such an ordinance. The ordinance providing fees for irregular dealers or buyers who pay nothing to the support of the local merchants, the local government or schools, has driven these shippers out of a number of country markets and it would seem a good thing for regular dealers at other points to adopt.

One of the new laws enacted by the Illinois legislature provides that commission merchants receiving grain and other agricultural products shall upon consummation of sale immediately render an itemized statement to the consignor, giving the gross amount of the sale, name and address of the buyer, the charges and net proceeds. It has always been the practice of all reputable commission firms to do everything required by the new law, with the single exception of giving the name

and address of the buyer, and it has not been considered good business policy to give this information for the reason that some shippers would then ignore the receivers and seek to do business with the buyers direct. The bill did not attract much attention from the grain receivers, it being aimed at the produce commission men.

The committee appointed to investigate the inspection of grain in Minnesota seems to have been imbued with sufficient political animosity against the party now in charge of the grain inspection department to make a report somewhat adverse to the work of the department, yet far from being as severe as was desired by the principal agitators of the investigation. The committee seems to have given attention to other matters as well as to the inspection. It says that the weighing of grain at terminals is carried on in a loose manner. This may be so, and if so, we sincerely hope that the investigation and agitation resulting therefrom will bring about a prompt reform, for until this report was made it was supposed that the weighing department of Minnesota was equal to anything in existence. The high grade of work done by the Minnesota inspection department would seem to prove the committee's report unfounded as to the grading of wheat not being uniform. If it were otherwise the owners and receivers of such wheat would surely protest most vigorously against the grades given.

The laws of Nebraska may prohibit the storing of grain for compensation by unlicensed elevator men, but it does not forbid them to charge for insuring grain of farmers deposited with them. Many country elevator men of Ohio store grain for farmers, charging therefor one cent per bushel for each month or fraction of a month. Some of them take the wise precaution of inserting a clause in their storage certificates to the effect that the wheat is to be sold to bailee at seller's option on or before June 1st following. Some elevator men have provided ample storage room and seem to get more profit out of the storage business than they did before out of the buying and selling of grain. Storing grain is a legitimate business whether it be conducted at a grain center or a country point. A service is rendered to the owner of the grain and it is right that he should pay for same. One cent per month or fraction of a month the price charged in many localities, is reasonable and fair. However, if country elevator men are to conduct a storage business with the expectation of getting a profit out of it, it will be necessary for them to maintain a fair storage charge and not use their storage room to assist them in making purchases of farmers' grain. The latter practice is what has brought the storage business into such

disrepute in many sections of the country. Storing grain is just as legitimate a part of the business as buying and shipping. It would seem better for the elevator man to establish fixed rules governing the storage of grain rather than to abolish it.

SCOURINGS.

G. C. Doehling, Bruno, Nebr., April 24: Winter wheat here, 90 per cent killed.

John H. Werner, St. Louis, Mo., writes: I have been through a good part of Missouri, and have found the wheat in very bad condition. There are fields where hardly a thing can be seen.

Out of 57 varieties of wheat grown at the Kansas experiment station for several years the Turkey, Tasmania and Crimean only have withstood the severe frosts in November so as to yield at the rate of 10 bushels or more to the acre.

Argentine wheat shipments since Jan. 1 are 16,448,000 bushels, compared with 16,008,000 bushels the same period last year. Argentine corn shipments since Jan. 1 are 2,448,000 bushels, compared with 312,000 bushels for the same period last year.

The Government crop report for April shows the condition of winter wheat to have been 77.9 on April 1, against 86.7 a year ago, and a 10-year average of 84.4. The average condition of winter rye is 84.9, against 92.1 a year ago, and a 10-year average of 90.

Broomcorn was marked up at Chicago recently \$10 per ton, as the consequence of the meeting of the Central Illinois Broomcorn Association at Charleston. At 8 cents per pound broomcorn is worth more than refined sugar and twice as much as a corn-fed hog.

Professor Mark A. Carleton of the Department of Agriculture has returned from Russia with samples of untried foreign cereals. The cereal that promises best results is the Kubanka wheat from the Kuban territory, in the Volga region. While this is a spring wheat in Russia, it is believed it can be changed to a winter wheat here. It is harder than any of our wheats, and is the great bread wheat of the Volga region.

Highly adulterated linseed oil has been found on sale at four towns in Iowa by Inspector Hugh Pikell of Des Moines, and it appears that the spurious oil is being shipped into the state in large quantities. The state board of health has ordered a general investigation. Secretary of State Dobson has directed all oil inspectors to return samples of all the linseed oil sold in their districts to the state board of health.

The exports of cereals from Siberia in 1897, according to Siberian Life, was about 400,000 tons, of which 91 per cent was wheat and flour, 5 per cent oats, and 3 per cent other grains. The largest quantity was exported through Reval, 145,161 tons. After Reval comes St. Petersburg, Libau and Riga, and the southern ports of Novorossisk and Rostoff. The railway, while affording an outlet for Siberian grain, has at the same time connected the manufacturing districts of the Ural with eastern Siberia. About 16,000 tons of grain were transported to central towns, such as Tomsk, Archinsk, Krasnojarsk and Irkutsk.

LETTERS FROM THE TRADE

CHECK WEIGHT BUREAUS.

Grain Dealers Journal: I have never given the matter of establishing check weight bureaus at different terminals any special consideration; but it occurs to me that it is a step in the right direction and that the fee of 15 cents is nominal. Personally I am the possessor of a very strong suspicion that something is radically wrong in the methods employed by the elevators and railways at terminal points. C. O. McClure, Dallas, Tex.

TRACK SCALES-LOADING FEE.

Grain Dealers Journal: We have on our statute books a law requiring the different railroad companies to furnish track scales for the weighing of our grain before it leaves the station where it is loaded. We intend to enforce this law if possible. I think it would be much easier to enforce it if other states would pass the same law. That would solve the shortage question at once.

The loading fee for grain men who have elevators to store as much as 10,000 bushels of grain would practically shut out all scoop-shovelers and scalpers. If the railroad companies would grant this there would not be any shortages of cars, as the cars would be loaded promptly. B. F. Cary, Freeport, Kan.

WEIGH BEFORE ELEVATING.

Grain Dealers Journal: We think under the present system of weighing grain in Chicago elevators in hopper scales located at the top of the elevators it would be almost impossible to eliminate the matter of pilfering from the trade, that is, the shortage question.

If some means could be devised by which the stuff could be weighed in hopper scales located under the track or enough above the track so that the whole operation could be before the eyes of the representative of our National Association and each car charged 10 to 25 cents as the expense might be and see that this was done properly, we have no doubt shortages could be very materially reduced.

Some years ago we used to ship large quantities of grain to Chicago; but of late years we have fought shy there whenever we possibly could. We think the plan now in operation by the Kansas Grain Dealers' Association is a proper one and we had such a plan in view a few years ago after sending a representative to Chicago to look into the weighing.

As it is now the grain in going from the cars into the elevator boot up to the top of the elevator and into the hopper scales makes a chance of manipulating a leakage much more possible than it would be under a much more simple system.

We have no doubt cellars could be built under the tracks where hopper scales should be located and the grain elevated after it had been weighed. This could all be under the eyes of the weighman. We think that they have a rule in Chicago to take 1 per cent of the total weight of the car as shrinkage.

We wrote the Railroad and Warehouse Commissioners about this and

they said "they would be compelled to take the full weights that the scales called for of grain." If they take 1 per cent we see no reason why they could not as well take 5 to 10 per cent where they chose.

Of course it will be a hard matter to change the present system of weighing in Chicago, St. Louis and some of the other markets where the weights have been bad and it should be taken up by all of the state associations at the same time the National does.

We advised some time ago the use of track scales under cover and leaving the car on the scales until unloaded and then empty weighed.

We are informed, however, that track scales are not always reliable even when under shelter, although we think that they will give us better satisfaction than under the present system of weighing at the top of the elevators. E. R. Ulrich & Sons, Springfield, Ill.

RICE IN LOUISIANA.

Grain Dealers Journal: The city of Crowley is located on the Southern Pacific Railroad, 166 miles west of New Orleans. It has a population of about 5,000 and is a young and thriving city. Three rice mills are now in operation, two others having been burned. The three mills have a milling capacity of 1,500 sacks of rice per day. With the five mills running the city's mills had a capacity of 2,500 sacks per day.

Upwards of 25 pumping stations in this locality are used for pumping water to canals and for distribution for irrigation. These plants have capacities ranging from 4,000 gallons per minute to a million gallons per minute. The pumping plants, canals and mills are estimated to have cost more than a million dollars.

Crowley has grown into a milling center since 1893. Cleaned rice is shipped from here throughout the United States. It is the largest shipping point for rough rice in the state. The southwestern Louisiana district for raising rice extends from New Iberia, La., to Houston, Tex. F. M. Smith, Crowley, La.

A CLEAN BILL OF LADING THE ONLY SOLUTION.

Grain Dealers Journal: The problem of shortages in grain shipments is a knotty one; but I will tell as nearly as I can what the Kansas Grain Dealers' Association has done. In September our directors went to Kansas City and had a meeting with the directors of the Kansas City Board of Trade, and asked them to assist us in establishing a check system at the different elevators. Some of the elevator people kicked. Finally all of them agreed to allow us to put a man there to inspect the condition of cars on arrival at the elevator to see that they were properly swept and that all grain goes to the scale hopper.

We have established an office in Kansas City, and have 15 check weighers there covering about 19 elevators and 5 mills. We make a charge of 25 cents per car for this service, and it seems to be giving good satisfaction. We have brought to light some crooked methods, and one elevator firm there we have detected is making good some very rank shortages which occurred months ago.

I think, by earnest and hard work,

the objectionable features of the grain trade may be reduced to a minimum. I think, however, the only real solution of shortages is for the railroad companies to give us a clean bill of lading. N. B. Hieatt, Willis, Kan.

ORGANIZE DISTRICT ASSOCIATIONS AND AFFILIATE.

Grain Dealers Journal: In looking over the Journal, of which I am a reader, I find one article that impresses me very much, "Favors One Great Union of Associations." This is a subject that should interest every grain man. It does seem strange that after numerous attempts by grain dealers to form associations, some plan or understanding could not be reached by which all dealers could derive some benefit.

I have been in the grain business for twelve years, and how often have I seen hundreds of cars of wheat shipped out at an actual loss to the shipper. I have done so repeatedly myself. After the crop was handled I figured up my profits and losses and had not decent wages left, after a whole year of toil, worry and expense. In looking back over the last twelve years and considering the amount of stuff I have handled, it is enough to disgust the most foolish man and make him hate the business.

A remedy there is for this. It is no use to do business this way. Let us get together and organize. Let each state organize a grain dealers' association, taking in no one but elevator men. Each town in this section of Kansas has from two to three elevators—plenty to handle the business without the scoop-shovel men, as they are the ones that disturb the business. When we have a fair crop some carpet-bagger will come along with a check book and a few scoop-shovels, and squat down and open business for a few months. As soon as business slacks up or the bulk of the grain has moved he will pull out, and the elevator men that have their money invested must stay and take what is left after the cream is all gone.

Scoop-shovel men pay no taxes.

After the state is organized, divide the state up into districts. Take in a radius of about twenty-five miles. Let them elect a presiding officer and secretary. Meet once a month to talk over the business and make a report to the officers of any grievances. The proceedings of each meeting should be reported to the state secretary.

Let each district get the daily market by wire and buy on a 2-cent margin plus Kansas City freight, or whatever margin the district agrees on. Then let each town work in harmony with the district, dividing the trade according to the money invested in the business. Then after this is completed adopt rules and regulations governing the associations. Contentions will then stop; each town will get all wheat that is in territory tributary to it and the farmers will be treated just as well. The grain men will make an honest living. The grain business will be no longer a "nigger's" business, as it now is. Let some one start the ball to rolling. Organize! Organize!! Lumbermen have their organization; hardware men have them. In fact, I can think of no business that is not organized but the grain business.

W. W. SMITH.

Hollyrood, Kan.

MEETING OF SOUTHERN OHIO GRAIN DEALERS.

The meeting of the Southern Ohio Grain Dealers' Association announced in the Grain Dealers Journal was called to order at 10:45 a. m. by Pres. John Boden of New Vienna at Washington, C. H., April 18.

Secretary L. W. Dewey, Blanchester, O., read the minutes of the last meeting and no objections being raised to them as read the president declared them approved.

E. C. Wagner, Columbus: Right after our last meeting we took up the matter of rates with the B. & O. and secured a rate of one and one-third for these meetings. The C. H. & D. promised to take up the matter. [A member reported that the C. H. & D. had made a rate of one and one-third for the meeting.] The C. & M. V. promised to take up the matter but we have not heard what it will do.

A member reported that the C. & M. V. had granted a rate of one and one-third.

W. E. Cook, Cook: Each station agent of the B. & O. in this district has a list of the members of this association on file.

On motion the committee's report was accepted and the committee continued.

Secretary Dewey reported that the B. & O. S. W. had made a rate of one fare for the round trip.

Percy Hynson, Columbus: I do not think we can get a lower rate. We should be satisfied with one and a third. When the association gets stronger we can try to get a lower rate.

The report of the committee on B. & O. S. Western was accepted and the committee continued.

Secretary Dewey read a telegram from H. S. Grimes of Portsmouth: "I regret my inability to be present and promise to attend next meeting."

E. A. Grubbs of Greenville being called for, said: I did not come here to make a speech. If you wish to ask any questions I will gladly answer them. We have a small association of forty members, including the dealers of Dark and Preble counties, Ohio, and part of Randolph County, Indiana. We have been working together for two years and done much to advance the interests of the dealers of that district.

Secretary Dewey: I would like to ask Mr. Grubbs what they do when some dealers in the territory refuse to join? Suppose two dealers and a miller indulge in a fight and refuse to come in?

Mr. Grubbs: Well, about the only thing you can do when a dealer declines to join is to let him stay out, but our experience has been that they will all knock for admission in time.

Secretary Dewey: Mr. Grubbs, what support do the millers give your association?

E. A. Grubbs: Our millers ship in wheat rather than pay higher than association prices. I have known one miller to pay five cents over association prices for over a month, rather than bring on a fight by bidding higher for local wheat. Some millers outside the association will not pay more than association prices; they will ship in or buy of the regular dealer at an advance of 2 to 2½ cents. The elevator men must get together. Toledo, Louisville and Baltimore dealers are sending out bids which vary very little. I think it is a mistake to keep the farmers in the

dark as to the work of the association. We have discussed the practicability of inviting a representative farmer to attend one of our meetings so they could understand exactly what we are doing and trying to do.

E. C. Wagner: I would like to ask a question of Mr. Grubbs. Has any member broken the rules of the association or withdrawn since its organization two years ago?

Mr. Grubbs: You could not drive the members out with a club. They are fully convinced of its advantages and prefer to stay in. We no longer have a forfeit. It is all conducted on honor and each maintains prices for his own benefit. The dealers have sufficient confidence in one another to call up a competitor whenever a farmer says he is paying a higher price.

The meeting adjourned to one o'clock.

AFTERNOON SESSION.

President Boden called the meeting to order at 1:15.

J. L. Ginn, Jamestown: I move that this association meet in this town on the second Tuesday of each month. After some discussion, the motion was carried.

Mr. Ginn: I must leave soon and want to suggest that we discuss the sack question at the next meeting. It is an important subject.

Secretary Dewey moved that Mr. Ginn be requested to read a paper on the sack lending question at the next meeting. The motion was carried.

The secretary of the Grain Dealers' National Association addressed the meeting on the work of associations, outlining especially the work being done by the National and the advantages to be attained by affiliation of the associations.

E. C. Wagner: A neighboring association is considering the advisability of having a day's outing. How would it do for us to take our wives and go with them. We might hold a joint business session of an hour or two. It would develop the social feature and be very enjoyable.

E. A. Grubbs, Greenville: Our Western Ohio Association has a committee at work preparing plans for a day's outing at Dayton next month. It would strengthen both associations if we could meet together.

J. T. Bennett, Wilmington: I think the suggestion a good one. A member said to me at dinner, that if the social enjoyment he got out of the meetings was all he obtained, he would be well repaid for the time and trouble. The better we are acquainted with one another the more enjoyable will the meetings be and the stronger will our association be.

Upon motion President Boden appointed the following a committee to confer with the Western Ohio Dealers' Association and if agreeable arrange for the association to spend a day together: E. C. Wagner, Columbus; G. A. Orebaugh, Wilmington; L. W. Dewey, Blanchester.

M. Gunning, Chillicothe: It has been so long since I furnished sacks to farmers that I hardly remember much about it. It has been eight years since we furnished sacks to farmers. We experienced some trouble the first year, but the farmers soon found they could not borrow them. We just made up our minds to stop lending sacks and stop-

E. A. Grubbs, Greenville: The Western Ohio dealers lend sacks, but I think they will not continue lending long. Some have stopped of their own accord. There was some talk of stopping last year, but upon consideration it was decided prudent to postpone action until this year.

H. S. Heffner, Circleville: We had an association last year which was very successful and all made money. A milling company withdrew and that seemed to discourage our members. We have held no meetings for some time, but there is talk of reorganizing.

It was suggested that a miller be admitted on the agreement that he would pay association prices on all except wheat. He wished to be free to pay what he liked for wheat for milling.

S. W. Cissna, Washington, C. H.: If you make an exception of wheat, he will soon want corn, and then the exceptions will be the rules.

T. T. Beatty, Rattlesnake: I would like to join. I presume I am one Mr. Cissna refers to. If the other outsiders in this territory will join I will.

G. A. Townsend, Lynchburg: I believe the association is doing a good work and I think the dealers of my district will join. I doubt not that the matter can easily be arranged. It is a matter which will need the adjustment of your executive committee.

A few crop reports were then given by the dealers remaining. [See Ohio news items.] The convention adjourned and the members quickly dispersed.

CONVENTION ECHOES.

About 40 attended.

The regular dealers are falling into line.

The members are favorable to affiliation.

The Grain Dealers Journal was represented by Charles S. Clark.

The only railroad man present—E. P. Ruhrah, Trav. Fght. Agt. B. & O. S. W.

Mr. Nutts' model of his new flexible telescope spout attracted considerable attention.

A little more earnest work by diplomatic committees will bring the recalcitrants into line.

E. A. Grubbs, Greenville, a director of the Grain Dealers' National Association, was a guest of the association.

Percy R. Hynson, president, and Eugene C. Wagner, secretary of the Ohio State Grain Dealers' Association, were there.

The Southern Ohio dealer who has adopted a private steam whistle signal code for sending hourly bids to the farmers was not there.

Among those present were T. T. Beatty, Rattlesnake; J. F. Bennett, Wilmington; John Boden, New Vienna; Stewart Boden, Greenfield; W. F. Chancel, Melvin; S. W. Cissna and J. F. Cissna, Washington, C. H.; L. Clelland, Martinsburg; W. E. Cook, Cook's; L. W. Dewey and J. S. Dewey, Blanchester; J. J. Dewey, Leesburg; Geo. Dorn, Madison Mills; Jas. L. Ginn, Jamestown; M. Gunning, Chillicothe; O. E. Gwinn, Washington, C. H.; H. S. Heffner, Circleville; M. C. Hoover, Melvin; F. Lacey, Lynchburg; F. E. Langdon, Wilmington; D. C. Lewis, Bowersville; M. Lloyd, Sabina; John McConn, Fayetteville; Mr. McDonald, Washington, C. H.; S. R. Mitchell, Wilmington; W. A. Nutt, Urbana; G. A. Orebaugh, Wilmington; D. E. Parks, Circleville; J. H. Parks,

New Holland; G. N. Perrill, Bowersville; C. Rhonemus, Reesville; S. M. Thorne, Sabina; J. Wickersham, Midland City.

MEETING OF IOWA DEALERS AT PEORIA.

The Grain Dealers' Association of Southeastern Iowa held its regular monthly meeting on April 17 at Peoria, Ill. The members of the association were given a special car for the trip by the Iowa Central Railroad.

In the absence of the president, J. A. Carden, who was sick and unable to attend, the meeting was called to order by Vice-President, J. A. Baxter of Mt. Union, Ia., at 9 p. m.

The minutes of the last meeting were read and approved.

It was moved that the regular business of the association be postponed until Tuesday morning at eight o'clock, and that the members listen to remarks from some of the members of the Peoria Board of Trade, who were in attendance.

R. C. Grier, Secy. of the Peoria Board of Trade: Mr. President and members of the Southeastern Iowa Grain Dealers' Association, the members of the Peoria Board of Trade feel complimented and highly honored that the association has come to Peoria to hold its meeting, and we extend to you all a most cordial invitation to meet with us on Tuesday morning at 11 a. m. at the opening of the Board. Peoria is a business point, is one of the three gateways from the west, the other two being Chicago and St. Louis. It is a large receiving point. Our Board of Trade has been established 29 years, and to-day it stands third in the amount of grain handled, in the amount of oats second, in the amount of corn third, and in the amount of coarse grains third. Peoria consumes more corn than any other place in the world for distilling and the manufacture of glucose. We are a good jolly set and you will always find a Peoria dealer's word as good as his bond.

It was then moved to accept the invitation to attend the Board of Trade on Tuesday.

B. Warren, Jr.: I did not come here expecting to say anything, but to listen. I have watched the growth of your association, have been much interested and think it was a good thing for the dealers. I hope the good work of the association will go on. There was some contention among the dealers before the association was formed, but now all of it seems to have passed away. In behalf of the secretary of the Benevolent Order of Elks, I extend to the members of the Southeastern Iowa Grain Dealers' Association here assembled, a most cordial invitation to visit our club-rooms and make yourselves at home.

J. N. Tittmore, Gen. Frt. Agt. of the Iowa Central: I am glad to be with you this evening. The methods of your association appeal to me. Up to the time of the formation of the association you had no method and were always fighting, but now that is all over, and the railroads are working together harmoniously with the dealers to secure reasonable and equitable rates. A transportation company is a public agent, and should be a helping hand to the

dealer. I put Peoria on the same basis as a market as Chicago. If, at any time, our rates to Peoria are unreasonable I will reduce them to a basis satisfactory to all concerned, regardless of what stand is taken by other roads. I will at any time refuse to furnish any cars whatsoever to scoop shovel men. I wish also to state that I am a believer in your association.

A vote of thanks was tendered Mr. Tittmore for favors shown.

C. P. Rorhbach, Traveling Frt. Agt. B. C. R. & N.: On behalf of the B. C. R. & N. Railroad, I wish to say that we note a great improvement among the dealers of Southeastern Iowa since the formation of the association.

C. C. Miles, Peoria: I wish to thank the association for your courteous invitation to us to attend this meeting.

R. A. Jordan, Burlington: I am very glad to be able to meet with you.

H. F. Samson, Washington, Ia.: I have been in the grain business for nearly a score of years, am interested in the good work the association is doing and am glad to see it bring about harmony between the dealers and railroads so all can make a fair, honest living, although I am not a member of your association.

J. A. Cunningham, Washington, Ia.: I am in favor of the association, but until you can persuade my neighbors along the Rock Island to join, I cannot.

The following letter was read, showing the Rock Island road to be in sympathy with the association.

Mr. E. L. McClurkin, Secy. and Treas. Grain Dealers' Association, Morning Sun, Io.

Dear Sir: Replying to your letter of the 4th inst., I have no definite idea of the purpose and object of your association. However, our company is in sympathy with any organization that will tend to unify the interests of the grain dealers and railroads, whose interests are mutual, and to this extent you will have our hearty cooperation. Yours truly, F. M. DAY, Gen. Frt. Agt. C. & N. & P. R. R.

Davenport, Io.

A. T. Shotts, Wayland, Ia.: We are practically tied until our brother dealers join. We are ready to join as soon as we see it is to our advantage.

T. J. Lewis, Ainsworth, Ia.: I am in hearty sympathy with the association and hope all the dealers can be brought into line.

D. K. Unsicker, Fremont, Ia.: We have always had more or less strife among the dealers, but the association is doing good work and putting the dealers on a friendly basis. I think the so-called honest farmers were the cause of a good deal of the strife.

An informal discussion was held regarding the actions of an unruly member of the association, and the best means to be used to get him back in line again.

Meeting adjourned until 8 a. m. Tuesday.

TUESDAY MORNING SESSION.

Vice-President Baxter called the meeting to order at 8:20, and stated that they would listen to the reading of the new constitution and by-laws as submitted by the committee, which was appointed at the last meeting, to draft them.

After their reading, and some discussion they were adopted as read.

E. A. Miller, Packwood, and H. P. Davison, Wapello, were elected to fill

the two places on the governing board, the other three members of the board, as provided for by the constitution, are composed of the President, Vice-President and Secretary.

J. A. Baxter: I would like to see all members of this association affiliated with the Grain Dealers' National Association. At our last meeting nine of our members joined and I want to see the members increased to twenty-five. I hope the members will all join so we can make up this number.

A short recess was held so the dealers wishing to join the National could do so. Ten more of the members joined and paid their dues, swelling the number to 19.

It was moved and carried that the dealers east of Skunk river buy their corn on a 3 grade basis instead of a 4 grade, as heretofore.

A general discussion then followed as to the best means to be used to get the dealers along the Rock Island road, who are a little backward about joining, to join.

It was moved and carried that the different members of the association write a personal letter to H. Gower, Gen. Frt. Agt. of the Rock Island at Chicago, urging him to do what he can to get the dealers along the Rock Island to join the Southeastern Iowa Grain Dealers' Association.

It was moved and carried that the association give a vote of thanks to the members of the Board of Trade, the Elks and B. Warren, Jr., for the courteous treatment and hearty welcome given them during their meeting in Peoria.

The meeting then adjourned until the governing board should issue a call for the next meeting, and the dealers went in a body to the Board of Trade.

AT THE BOARD OF TRADE.

At 11 a. m. the Iowa dealers were shown into the trading room, the members were called to order by the President of the Board, Frank Baker, who in a few words told the members of the association that the members of the Board were glad of their privilege of having them with them, that what dealings they had had with the dealers of Southeastern Iowa had been most pleasant, and satisfactory and he hoped their relations would continue so. He then introduced Vice-President Baxter, who thanked the members of the Board for the many courtesies shown the association while in Peoria, and that he thought the most pleasant business relations which existed between the dealers and the Peoria dealers would always continue.

The Iowa dealers were then told to feel introduced to every one and make themselves at home.

The association left in the afternoon over the Iowa Central in their special car, feeling well repaid for holding their meeting at Peoria.

CONVENTION NOTES.

Forty-eight were present.

The association is growing.

A very enthusiastic meeting.

The train was an hour late in arriving.

The only St. Louis commission firm represented was Forrester Bros., by R. L. Forrester.

Some say Unsicker was the best looking man in the room.

The Grain Dealers Journal was represented by J. Carver Strong.

The Southeastern Iowa Grain Dealers' Association seems to have a Judas in its ranks.

A commission man was heard to remark: "You don't know what grief is, until you get into the hay business."

Wm. Butler and E. L. McClurkin, of Morning Sun, gave their little girls an outing, bringing them to Peoria with them.

Three different railroads were represented, J. N. Tittlemore, Gen. Frt. Agt. Iowa Central; C. P. Rorbach, Traveling Frt. Agt. B., C. R. & N.; Morell Law, Traveling Frt. and Passenger Agt. N. & N. W. and B. & W. Ry's.

The following Peoria commission men were at the meeting: Geo. Brier, of J. M. Quinn & Co.; R. C. Grier, Secy. of the Board of Trade; A. T. McMaster, of Miles & Co.; P. E. Miles, C. C. Miles & P. B. Miles, of P. B. & C. C. Miles; Mr. Hall, of Easton & Co.; A. G. Tyng, of A. G. Tyng & Co.; B. Warren, Jr., of Warren & Co.

The following Southeastern dealers were present: M. C. Berry, Ollie; Jos. Barton, Broscoe; Wm. Butler, Morning Sun; Jno. A. Baxter, Mt. Union; A. T. Budger, Ruhland; J. M. Brady, Hedrick; G. H. Carter, Pekin; J. A. Cunningham, Washington; T. J. Casto; A. L. Duncan, L. G. Duncan, and J. A. Duncan, Oakville; H. P. Davison, Wapello; E. I. Dunham, Oakville; Robt. Foster, Mediapolis; Chas. Fye, Mt. Union; R. A. Jordan, Burlington; J. E. Kennel, Fremont; D. C. Kilgore, West Chester; T. J. Lewis, Ainsworth; I. N. Ogden, Martinsburg; W. S. Otto, Wapello; T. J. Ochittcon, Morning Sun; J. H. Ogelive, Martinsburg; Neri Ogden, Oskaloosa; W. H. Morehead, Mediapolis; E. L. McClurkin, Morning Sun; E. A. Miller, Packwood; C. H. Riepe, Sperry; H. K. Smith, Olds; H. B. Shelledy, Fremont; D. K. Unsicker, Fremont; H. W. Van Dyke, Winfield; A. T. Shotts, Wyland; Wm. Suelton, Mediapolis.

An acre plat at the Kansas experiment station which was in wheat continuously for 17 years without manure gave an average of 19.37 bushels per acre for the period. During this period three crops were complete failures and two others but little short of failures owing to winter killing.

D. J. Bodiscow, an official of the ministry of agriculture, has been appointed by the Russian Government to travel abroad to collect information regarding the condition of the grain trade in other countries, and the extent of business foreign buyers have with Russia, principally in Germany and Belgium.

Consul Fleming of Edinburgh reports that while our sales of cottonseed meal and cake are increasing in Scotland, the linseed cake imported is almost wholly Russian. The complaint is that too much of the oil is taken from the American cake in the process of crushing, and it is suggested that competition would be possible if the crushing machines were "eased up." This proposition cannot for a moment be entertained. On the contrary, owing to the high price of the oil, manufacturers are trying harder than ever to extract all.

MEETING OF NEBRASKA DEALERS.

The annual meeting of the Nebraska Grain Dealers' Association was called to order at Lincoln by President G. S. Hayes, of Hastings, who remarked that the previous meeting had seemed somewhat tedious, hence it was the desire to rush the work of the meeting and if possible get through in time to take the six o'clock trains home.

Secretary A. H. Bewsher read the minutes of previous meetings of members and meetings of directors, which were approved.

Mr. Bewsher read an extensive report on the work done by the secretary during the year and a statement of the Association's finances, from which we take the following:

SECRETARY'S REPORT.

At a Board of Directors' meeting held at Lincoln, Neb., August 13, I was selected to fill vacancy caused by the resignation of Mr. W. H. Chambers. Owing to my being otherwise engaged, I did not assume the duties of the office until August 22. Upon taking charge of the office, I found my predecessor had adopted a line of work which, in my belief, seemed best suited to meet existing conditions and one which would be productive of quicker and more satisfactory results to the members, as it affected more directly the objective points of all business, the profits, than any other could have done.

At this time, you will no doubt remember, the state was in a sort of internal eruption, so to speak, measuring its activity only by the amount of available lava to quarrel over. This condition, while not characteristic of all points, was yet frequent enough and of sufficient intensity as to disturb not only the immediate neighborhood, but that for miles around. These local troubles, together with the scalp element which was multiplying very rapidly, being considered the most momentous question to the trade, demanded instant and close attention. The necessity of bringing dealers closer together to devise ways and means of handling this subject gave birth to the idea of organizing the state into divisions and the holding therein of local meetings, so that those interested could talk over conditions confronting them with a view of improvement, and if possible to infuse a friendlier and better feeling amongst themselves.

Local Meetings.

At the beginning, these meetings were called from four to six weeks apart, the state of the trade demanding this frequency. Later, as the number of divisions grew and improvements in the older ones were noted, the interval between meetings was extended to sixty days, and to this day this interval has remained the same.

There are today thoroughly organized in which meetings are regularly called, thirteen divisions, centering around the following points: Auburn, Weeping Water, Beatrice, York, Geneva, Hebron, Hastings, Oxford, Holdrege, Kearney, St. Paul, Columbus, Norfolk, and Emerson, besides one or two points at which from time to time, necessity demanding, special meetings are called. That this plan has fulfilled expectations, and in fact greatly surpassed the hopes of the most sanguine, needs but a comparison of the general conditions as they exist today and that of a year ago. The local disturbances of today, as far as any knowledge on my part is concerned, can be counted up on the fingers of one hand, and each of these is being given attention. If there are others of which I have had no notification, the members are doing the Association an injustice by withholding the information and denying to it the opportunity to bring about an adjustment.

I have lately had the pleasure of learning, though indirectly, from traveling representatives, who visit others as well as our state, that local conditions in Nebraska are far better, far more harmonious and peaceable, the dealers apparently far more prosperous and with better prospects of these conditions continuing than are the dealers of any other of our grain producing states. This is, indeed, complimentary to the fair and liberal spirit of the Nebraska dealers generally, and it reflects their disposition to concede to their neighbors that which they would ask for

themselves; a condition beneficial to all interested and the only condition that will bear fruitful results.

Of the divisions organized, all have proved a success with one exception, that centering around Beatrice. In this division, one successful meeting was held, but all attempts after that to get the dealers out, and two or three were made, proved fruitless. Owing to the lack of interest there, it was decided to discontinue this meeting as a division, and the secretary give personal attention to such points in that division as asked for it.

There is in contemplation a division circling around Wahoo, and with this completed practically every section of the grain producing portion of the state will have its division. In connection with these meetings, the scalp element was taken up and with equally as gratifying results. The country was in some sections very much in the hands of this element, and it required in some instances very persistent efforts to induce the receivers to discontinue it, partly because of the amount of business they had received from this class of trade, and because it never having been seriously objected to before. However, we were successful in practically all instances to enlist the assistance of the reputable receivers at least, in controlling this class of trade, as my record of claims in this particular, which will hereafter be given, will show.

Local Troubles.

Up to this time our crusade had been more against internal conditions than external, believing, as we did, that more money could be squandered in one unfavorable condition at home than the combined loss from all outside sources, and also believing that until we could govern ourselves we should not attempt to govern others. As an evidence of the work accomplished, let me state that the Association has been directly responsible or instrumental in effecting settlements of local troubles at forty-six points in the state. These are only the points worked with directly. There are many other adjustments brought about as a result of these of which no note was made. There are also many differences between neighboring towns adjusted and harmonized, of which no record was kept.

Complaints.

Of the record of claims against firms doing business with scalpers there were 108 complaints, of which firms 102 expressed a willingness to discontinue and protect the regular trade. Of the complaints six positively refuse to discontinue, and I have the correspondence with me in these six cases, which, if the members desire it, I will read. Besides these claims mentioned, there were 76 miscellaneous ones filed for various cause, such as shortages, grievances against inspection, losses sustained through neglect of telegraph company, complaints of receivers withholding balances, controversies between shippers and receivers as to balances, and many others of like nature, all of which were given attention and some disposition made of them; a few are still in controversy. The combined important claims of which note was made numbered 184 during the year. As I have stated before, many others were too insignificant to make any note of, consequently do not appear on the records, yet they added much to the work accomplished.

Crop Report.

The next move contemplated to increase the value of the Association to its individual members was begun with many misgivings on my part, not that I doubted that the work would be appreciated when completed, or that its reliability or authenticity would be questioned, but through a fear of being unable to enlist the assistance of the members in sufficient numbers to make a respectable and reliable showing. I refer to the crop service, instituted by this Association at the beginning of this year, with results as given you in my Crop Service Report No. 1, issued January 7. As expected, this report was very favorably received and the work unanimously indorsed by the members. In addition to this, copies of the report were eagerly sought for by outside parties, but having obtained the information with the distinct understanding that this report was not to be circulated outside of the members, I was obliged to decline. The compliments passed upon the work by conservative houses, and the appreciation by which it was held by those interested,

more than repaid me for the labor involved and the disappointments at first experienced and I believe the dealers now heartily approve of this service and, if so, it will be continued and much improved upon as future issues are brought out.

Storing for Farmers.

I next turned my attention to the matter of storing grain for farmers with or without compensation. This evil has crept into the business of the state to an alarming extent, caused, no doubt, by the past unhealthy condition of competition, characteristic previous to the organization of this Association. During the last series of meetings throughout the state, I have read extracts from the statutes of Nebraska bearing upon this subject, and where the representation has been sufficient to justify it, the matter has been discussed and in many instances an understanding has been had among the dealers present that they would discontinue storage as a body in that division. My various bulletins have perhaps stated enough on this subject without my extending upon it here, suffice to say that it is generally conceded by the dealers throughout the state that it is a poor and very unprofitable practice, not recommended by any good business principle, and the sooner it is gotten rid of the better.

Dues.

Our dues as they stand today will bear very favorable comparison with those of other associations throughout the country; for instance, the dues of Southwest Iowa and Northwest Missouri Grain Dealers' Union are \$2 per year, that of Kansas \$10; I am advised that the Illinois Association is \$5, that of the Oklahoma Association \$10, while the Nebraska Association's is \$7.20, with a prospect of reduction to \$6 per year in the near future, and I think that, notwithstanding this very flattering showing, we have accomplished more work in our way; work that has paid the members quicker returns and far larger, than has that of any other association in the country.

Membership.

Our membership last April was of a very uncertain quantity, it was not known who were or who were not members. There was quite a list turned over to my predecessor, but many of them dropped out because of dissatisfaction of previous management. In shaping matters around, it was found that 178 expressed their intentions of continuing. On March 31, 1899, our membership numbers 300, representing 569 houses, and with a stronger influence than it has ever done before to those who are not members, but who, it is hoped, will soon see their way clear to join with us.

Action of Kansas City Board.

During the last month, owing to an action taken by the Kansas City Board of Trade, denying to its members the right to remain or become members of any grain dealers' association, we will probably lose our entire Kansas City representation. While we regret the necessity which compels this action on their part, it will in no wise affect the usefulness of our organization, its only tendency being to bring it more nearly to a strictly country institution. The Kansas City Board of Trade has been very severely criticised by some papers and publications for their action in this respect, yet I believe it makes little difference to us whether they are within or without our Association, just so long as they continue to show the regular dealers a fair and liberal disposition in matters of common interest between us. The dealers in Kansas City can no more afford to antagonize the interests of the regular dealers and direct Association movements, than can the receivers or elevator operators at any other point, and whether they are members of this Association or not, it is not the intention of the regular dealers of this state at least to allow them to abuse the regular trade without feeling the consequences of such abuse. I do not think it was ever the intention of the more reputable class of Kansas City receivers to menace our Association by this action of theirs, neither do I think it is their intention of changing their sentiments one iota toward us as a result of the recent election held by their Board. In my estimation, the only result of this movement will be to lessen our income, which, being augmented by new country members, will be felt but slightly by us. This action decreases our membership to 275 members, representing 544 houses.

Amendment to Constitution.

Before the meeting adjourns I would suggest that we amend Sec. 4, Art. 3. of our Constitution, which reads: "The election of officers shall be held at the regular meeting, held in the last quarter of the year, and shall hold office for the term of one year, or until their successors are duly elected and qualified." Owing to the meeting last year having been held in April, and it having been concluded that April being the beginning of practically a new crop year, it was decided not to call the election this year until April. As our Constitution now reads, this meeting would be called in the midst of the corn movement, at a time when very few could leave their business to attend, therefore, if it is the judgment of those present, I would suggest that this section read: "The election of officers shall be held at the regular meeting, held in April of each year, and shall hold office for the term of one year, or until their successors are duly elected and qualified."

Now, as to the work in hand, let me state that it is the intention shortly after this meeting to issue a second set of questions, these bearing upon the wheat situation of the state, in which the condition and acreage of the growing winter wheat shall be asked for, the acreage of spring wheat sown, the amount of corn in hands

tary Bewsher the constitution was amended so as to provide for the election of officers in April instead of the last quarter of the year.

Mr. Milburn moved that the by-laws be amended so as to fix the minimum of the treasurer's bond at \$1,000 and to permit the Governing Board to fix it to meet the requirements.

Mr. Tighe moved that a committee of seven be appointed to nominate officers for the ensuing year, and the president appointed: F. S. Cowgill, Omaha; Ed. Van Allen, Platte Center; J. W. Holmquist, Oakland; W. B. Banning, Union; O. A. Cooper, Humboldt; G. W. Curyea, Alvo; G. M. Snyder, McCool Junction.

Joe Elwell moved a vote of thanks be tendered the officers for their efficient service during the past year. He put the motion and it was carried unanimously.

Mr. Milburn: The crop reports should be confined to the members of the Association. If outsiders desire the reports they can obtain them by joining and



A. H. Bewsher. G. S. Hayes. P. S. Heacock. M. E. Duff.

of the farmers or speculators, and any other questions that may suggest themselves as being valuable information for the dealers. Also the oat acreage. This report will be a condition and acreage report, as regards wheat and oats, being preliminary to a report which it is intended to issue after the harvest of the two crops has taken place. A similar report will be made on the corn acreage and condition, and then again a final report as made this year, only that it will be made earlier than it was in the last instance.

Combined reports of Secretaries W. H. Chambers and A. H. Bewsher:

Receipts from April 1, 1898, to April 1, 1899—Balance received from F. P. Neal, \$46.87; dues collected, \$3,640.95; membership fees, 144 members at \$3, \$432; total, \$4,119.82. Disbursements—Postage, \$228.12; office supplies, \$46.53; office furniture, \$49; rent, office and typewriter, \$193.43; telegrams, \$17.44; stenographer's salary, \$316.76; secretary's salary, W. H. C. and A. H. B., \$1,775; secretary's and commercial traveler's expenses, \$340.86; less donation, \$290.86; printing, \$290.86; dues and fees refunded, \$9; exchange, \$28.22; L. E. Wirt account, \$28.55; balance on hand, \$982.06; total, \$4,119.82; 300 members, representing 569 elevators—uncollected dues, \$100.70. Resource and liability statement—Resources: Cash on hand and in bank, \$982.06; office furniture, \$49; less 10 per cent wear and tear, \$4.90, \$44.10; total, \$1,026.16. Liabilities: Dues paid in advance, \$31.65.

Mr. Washer moved, and it was carried, that the report of Mr. Bewsher be entered on the minutes of the meeting.

Upon the recommendation of Secre-

tary Bewsher the constitution was amended so as to provide for the election of officers in April instead of the last quarter of the year.

Joe Elwell: If we are legitimate grain dealers, I cannot see how the crop reports can be of any value to us—unless we are speculators. I do not think the crop reports are of sufficient value to warrant us in compiling them.

Milburn: I am glad the gentleman has taken the stand he has. I am not a speculative trader, but the element of speculation enters into all our business, and the crop reports are of considerable value to all of us. The associations of the other states will compile reports and we can exchange with them.

Mr. Smith of McCool Junction: What are we considering? (Laughter.)

A motion to abolish the crop reports was laid upon the table and upon the motion of Mr. Milburn it was decided to continue them.

Mr. Tighe: I move we do everything in our power to have the Check Weight Bureau of the Kansas Association at Kansas City continued.

Mr. Lint: I attended a meeting of the Kansas Association, and, as I understand, the service will be given and charged for only when the dealers desire it.

Joe Tighe: The Check Weight Bureau of the Kansas Association is a good thing and I think we should help to support it.

Mr. Smith: I think the Check Weight Bureau employes have not made an earnest effort to secure correct weight of grain shipped by Nebraska dealers. They attempted to force the service upon me. The checkmen reported my cars were leaking and later the secretary reported that a casting in the scale of the Midland elevator was broken and the scale could not weigh correctly. What recognition has this Association given the Check Weight Bureau of the Kansas Association?

G. W. Wirt: I would like to see the service continued. I do not want my shipments marked "leaking at door" unless true, but I would be pleased to have the Kansas City people stop marking my shipments "100 pounds allowed."

Mr. Milburn: I think the checkmen have fallen into the habit of reporting cars leaking whenever they can account for a shortage in no other way.

Mr. Tighe's motion was lost.

The Committee on Nominations reported G. S. Hayes, Hastings, for president; F. M. Rublee, Broken Bow, for vice-president; A. H. Bewsher for secretary and treasurer; for the Governing Committee, M. E. Duff, Nebraska City; P. S. Heacock, Falls City, and N. B. Updike, Omaha.

Mr. Smith: I move that it is the sense of this meeting that the Kansas City practice of docking receipts 100 pounds is wrong and should be discontinued. After some discussion the motion was carried.

Joe Tighe: I move that it is the sense of this meeting that we are pleased to know that the Kansas City Board of Trade has decided to forbid its members' right to join the grain dealers' associations. I think the action was wise. Let our organization be made up of country dealers.

B. C. Christopher, Kansas City: I think the gentleman is doing some of the members of the Kansas City Board a wrong. There are members who are working earnestly to advance the cause of the associations. They are heartily in sympathy with the associations. An active minority is opposed to the Board's action.

President Hayes brought up the question of free storage.

O. A. Cooper, Humboldt: I have a competitor at Humboldt who charges $\frac{1}{2}$ cent a month for storing corn. I must meet that competition, but do not mind it, as I have made more by storing than by buying and selling. I had some blanks printed in which I stipulate that in case of fire I will pay the farmer for the grain burned. I charge him $\frac{1}{2}$ cent a bushel per month for insurance.

W. F. Gillispie, Mynard: I store, but charge nothing for it, and I think it is nobody's business if I desire to do so.

O. A. Cooper, Humboldt: If a competitor of mine stores free I will make it hot for him.

E. Soderman, Bertrand: It is wrong to violate the law of the state. Let us obey it. I had the honor to cast a vote for that law. If it is not strong enough let us strengthen it. We have not room to store grain. Let us stop it.

Mr. McCloud: I move that it is the sense of this meeting that the practice of storing grain for farmers is pernicious,

and that the officers be instructed to file complaint against any dealer found storing grain. The motion was carried.

Four divisions of the Association have agreements to live up to the letter of the law forbidding the storing of grain.

H. O. Barber: We insist strongly on a written contract for all grain we buy from the farmers. We insist upon knowing just how much grain we are going to get. Any surplus brought in excess of the amount stipulated in the contract we settle for by agreement upon day of delivery. We have had little trouble in securing settlements. A dealer who bought barley one fall asked the farmer, "How much have you?" The farmer replied: "A lot of it." The next time he brought a load he again asked, "How much have you?" Again the farmer replied: "I have a lot of it." "Well, how much have you?" "Oh, I have a h—l of a lot of it." The market continued to decline all that season and the farmer

EVENING SESSION.

Thirty members gathered in the hall. Secretary Bewsher said the 69 reports made on the condition of the wheat crop when averaged showed 53 per cent alive.

Herbert Charters: I drove around Davis City last Friday, examined a number of fields and found 100 per cent alive.

A number of those present gave estimates on the acreage of oats, the consensus of opinion being that the acreage would be increased.

CONVENTION NOTES.

Too short.

About 125 attended.

A rushing meeting.

A very, very "dry" convention.

Mr. Soderman was the orator of the meeting.

Even Wright asked, Why are the saloons closed?

The Grain Dealers Journal was represented by Charles S. Clark.



Some of the Dealers at the Lincoln Meeting.

continued to haul barley. None of his neighbors had any barley to sell.

G. W. Curyea, of Bradshaw: I move that we insist, when possible, upon having written contracts for all grain bought of farmers. Carried.

O. A. Cooper, Humboldt: The man who buys grain without written contracts will lose. I did it for several years before my competitor insisted upon having written contracts. Finally he came over and secured a copy of my contract, and now he uses written contracts also.

Mr. Smith: I move that each dealer present be requested to write the percentage of wheat alive on a slip of paper and hand to the secretary for compilation.

J. Tighe, Wabash: On a 27-cent bid I was forced to pay 28 cents for corn yesterday. We have trouble in our district which should be remedied.

W. F. Gillispie, Mynard: Competitors at a station near us are paying within one-quarter of a cent of the track bid. We would like to have that matter settled.

Adjourned for an experience meeting after supper.

The different sections of the state were pretty well represented.

Robertson was in town, but he did not attend the meeting of grain dealers.

E. E. Clancy, the Beatrice representative of McReynolds & Co., was there.

Charles T. Neal, the Lincoln representative of J. F. Harris, was at the hotel.

The association is fortunate in being able to retain the services of its able secretary and treasurer.

One thousand dollars in the treasury and no liabilities—what a remarkable record for a grain dealers' association.

Peterson told incredible tales of the lavish expenditure of money at that famous Sioux City meeting. Who did it?

The Kansas City commission men present were Stanley Christopher, of B. C. Christopher & Co.; D. L. Croysdale, H. B. Perine and G. S. Carkener.

W. O. Pratt, representing J. T. Thompson & Sons Manufacturing Co., makers of the Lewis Gasoline Engines, was actively looking for prospective buyers.

The St. Louis commission firms represented were Daniel P. Byrne & Co., by L. R. Cottrell; Brinson, Judd & Co., by

J. L. Wright; J. W. Booth & Sons, by Herbert Charters.

Among the Kansas dealers present were F. P. Lint, representing the Greenleaf-Baker Grain Co.; S. R. Washer and W. S. Washer, of Atchison, and A. J. Denton of Leavenworth.

The hearty applause at the completion of the reading of the long reports of the secretary and treasurer must have sounded a song of triumph to those who had worked so hard to attain the results reported.

Among the Omaha representatives of Chicago grain firms were W. H. Chambers, representing Peavey Grain Co.; G. H. Conant, representing McReynolds & Co., and F. J. Campbell, representing the Weare Commission Co.

It is my intention to continue to discuss the storage question among the dealers until we have practically the entire state rid of this pernicious practice. Then if it is the desire of the dealers we will attempt the question of written contracts, the lack of which has proven very expensive to many dealers throughout the state. Secretary Bewsher.

Among the dealers present were: J. B. Ainsworth, DeWitt; W. B. Banning, Union; J. E. Burgner, Elm Creek; C. Bengin, Mynard; J. Bell, David City; R. Beckford, Waco; H. O. Barber, Lincoln; O. A. Cooper, Humboldt; F. E. Crocker, Liberty; G. C. Crittenden, Lincoln; T. L. Carroll, Gothenburg; C. C. Conner, Ohio; A. R. Cruzon, Curtis; G. W. Curyea, Alva; Mr. Chapman, Calloway; H. J. Callen, Auburn; J. H. Currie, Bradshaw; M. E. Duff, Nebraska City; G. C. Doebling, Bruno; S. P. Decker, Ashland; J. Delaney, Harvard; J. Dixon, Panama; E. E. Day, Weeping Water; Mr. Evans, South Bend; W. A. Forsyth, Loomis; W. F. Gillispie, Mynard; W. Gehrke, Shickley; G. S. Gould, Bellewood; J. M. Grace, Mascot; P. F. Gupton, Oxford; Thos. Hedges, Panama; P. S. Heacock, Falls City; J. W. Holmquist, Oakland; Mr. Howard, Edgar; Mr. Hubbell, Bradshaw; Mr. Harrison, Havelock; H. C. Hart, Edgar; F. Hendrickson, Prairie Home; E. J. Hennig, Lincoln; C. F. Iddings, North Platte; W. H. Ireland, Weeping Water; S. T. James, Alvo; A. Johnson, Crete; R. K. Johnson, Valparaiso; C. M. Jaques, Lincoln; G. F. Milburn, Minden; M. McSweeney, Dawson; J. C. McDermott, Lincoln; C. A. McCloud, York; E. McCann, Hastings; H. Ossenkop, Walton; Chas. Peavey, Omaha; J. Peterson, Glen Rock; N. Peterson, Lyons; F. M. Rublee, Broken Bow; Frank Real, McCook; Lew Robertson, Kearney; E. Soderman, Bertrand; A. Schaupp, Loup City; T. L. Stewart, Palmyra; T. J. Smith, McCool Junction; L. Spelts, David City; E. R. Spencer, Lincoln; J. H. Swan, Moorefield; G. M. Snyder, McCool Junction; Joe Tighe, Wabash; Mr. Thompson, Hickman; Joe Windle, Salem; G. W. Wirt, York; Ed. Wengel, Eagle; T. M. Wright, Fairmont; A. C. White, Friend; E. E. Underwood, Lincoln; Edward C. Van Allen, Platte Center; F. P. Van Winkle, York.

Damage by lightning happens so seldom that fire insurance companies can well afford to omit the clause relieving them of liability when fire does not follow. The protection against such damage is a great satisfaction to the insured, and costs the company practically nothing.

SEEDS.

The number of elevator men who are holding clover for a rise is greater than usual.

Stocks of clover seed at Toledo are estimated at 40,000 bags, against 80,000 bags a year ago.

Exports of clover seed from New York for the week ending April 22 were 804 bags; of timothy, 1,000.

S. S. Christy, Meriden, Ia., writes: The clover through this section of the country is all frozen out and dead.

E. J. Griffin & Co., Sidney, O.: We have sold more timothy and clover seed this spring to farmers than for many years. The acreage will surely be increased.

Mr. Green, of Irwin, Green & Co., says: Clover is seriously damaged, but how much I am not prepared to say. The freezing, thawing weather in March is responsible for it.

Readers will confer a favor by reporting the prospects for the clover and timothy crops the coming season in their vicinity. Any information of interest to dealers in field seeds will gladly be published in this department.

The present high price of flax and of linseed oil has excited considerable interest in the May delivery. The Duluth Commercial Record believes that the Northwest has enough seed to meet its contracts for Chicago May delivery.

Director Sage, of the Iowa Weather and Crop Service, under date of April 18, reports: "The extensive killing of clover will probably necessitate plowing and planting more than the usual amount of meadow and pasture land."

Alex. Rodgers, Chicago, says: I do not think the clover crop is damaged as much as is the general impression. Of course, the old clover was damaged to some extent during March, but, on the other hand, the new clover will in all probability be a good crop.

The inspected receipts of flaxseed at Chicago during March were 544 cars, against 203 cars during March, 1898. Of the 313,000 bushels received 219,000 were No. 1 Northwestern, 44,000 No. 1, 30,000 rejected, and 1,000 no grade. Shipments exceeded receipts by 67,000 bushels.

Flaxseed receipts at six markets during March were 720,000 bushels, which is nearly double the receipts in March, 1898, and 15 per cent more than in 1897. For the eight months ending with March receipts have been 15,625,000, compared with 10,485,000 and 16,135,000 in the corresponding periods of 1897-8 and 1896-7. Stocks on hand are 1,940,000, against 2,010,000 a year ago.

Frank I. King, of C. A. King & Co., Toledo, O., has compiled reports from 3,851 dealers and millers on the condition of the young clover in Ohio, Indiana, Illinois, Michigan and Missouri. Forty-one report the prospect excellent, 346 good, 487 fair, 687 poor, 378 very poor, 346 mostly winter killed, and 374 too early to tell. From Ohio, where the prospect is fair, the condition becomes worse as one goes west. Indiana is better than Michigan and Missouri is better than Illinois. The stock of clover seed as compared with a year ago is reported larger by 90 correspondents; about the same, 490; quarter smaller, 295; third smaller, 112; half smaller, 452; two-thirds smaller, 369; none left,

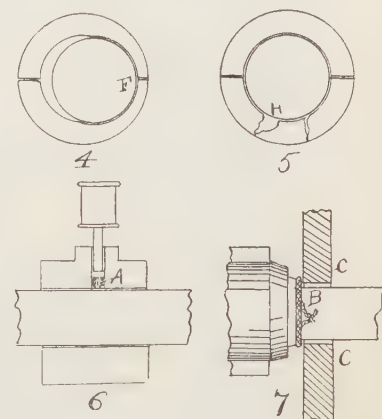
773. While a few counties have more than a year ago, a deficiency in supplies is more common, and in Illinois the scarcity is greatest.

Flax seed has advanced to a point where it can almost be imported from Europe at a profit. There is 16,000 bushels of American seed shipped from here to Hull, England, last fall, due at New York within a few days. This seed does not have to pay an import tax. It is a new feature to have seed sold and shipped abroad, coming back, owing to a scarcity and advance here. The price at which foreign seed can be imported is \$1.33 per bushel. Stocks of seed in this country are light.—Trade Bulletin, Chicago.

FIRES CAUSED BY MECHANICAL DEFECTS.—Concluded.

By INS. ENGINEER IN INSURANCE MONITOR.

Fire insurance engineers have considerable trouble with the heating of boxes in which the sleeves are partly worn out, as at F, Figure 4. The tendency is for the owners of the plant to run the machine or the power transmission systems just as long as possible with boxes in this condition. Often the boxes are not changed for new sleeves even after the inspector points out the defect. I have known mill superintend-



Mechanical Defects which Cause Fires.

ents to let a box run in this shape, and waste considerable grease and oil to keep it cool, until the box finally burnt out its lining, and threw melted journal babbitting in all directions. The only remedy for a box in the condition shown is to substitute new sleeves for the worn ones, as heating, grinding and throwing of black oil and grease dust will continue until some day some combustible stuff in the vicinity will be ignited and a fire started.

Broken boxes are dangerous, as no one can tell just when the bearings will heat, and the only way out of the difficulty is to have new bushings put into the box in place of the broken ones. Some important bearings are now running in power plants with pieces broken out of the sleeves, as at H, Figure 5. The open space gives a chance for foreign matter to collect, and the edges of the sleeve scraping the shaft creates friction and heat, which, together with the collection of inflammable stuff in the cavity, may, under certain conditions, cause a fire.

Figure 6 is an illustration of a common occurrence in the hot-box line. The shaft is apparently liberally lubricated

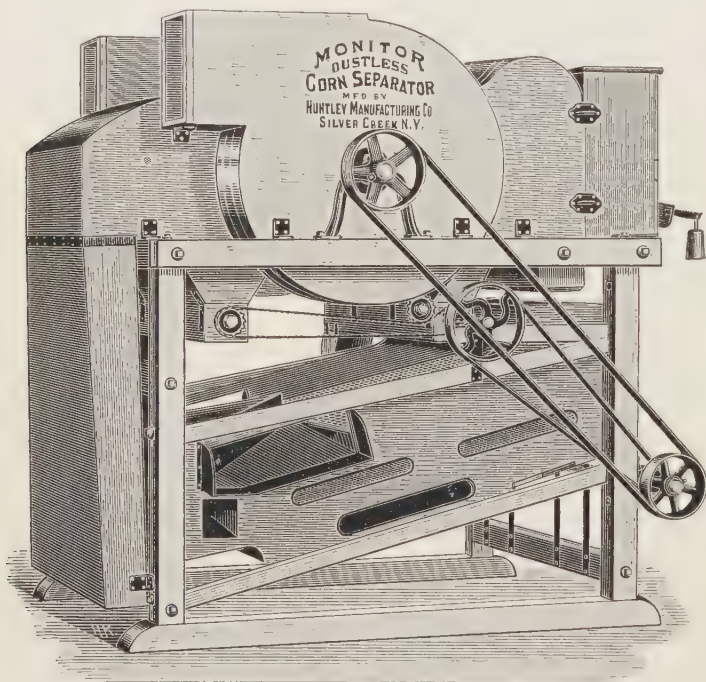
by the oil from the oil cup, but, unknown to the workmen, the oil channel is blocked at A, and no oil reaches the bearings. Heating, and perhaps burning out, of the bearings will occur at a critical moment, and a fire will be started before anyone is aware of it. Careful inspection of oil channels at stated periods is the remedy for this trouble.

The writer has traced fire causes to the locating of revolving parts of shafts too close to woodwork. In Figure 7, a recent case, the wood part is marked (c-c), and the shaft passes through a hole in it. Next to the wood there happened to be a hanger carrying a shaft bearing. One day a piece of cotton rope (B) got turned about the shaft next the wood, and, revolving with the shaft, soon heated and resulted in a fire.

MONITOR DUSTLESS CORN CLEANER.

The present prospects are that there will be a large increase in the corn acreage as well as the oats acreage, as a result of the winter killing of wheat. A large crop will insure lower prices

rator, but unlike that machine it has an additional top screen extending about two-thirds of the distance of the main screen of the machine. The corn and cobs are fed direct from the sheller to the hopper of the machine and by an automatic feed is distributed in an even stream into the first suction leg. Here it passes through two distinct air currents which remove all dust, silk, pieces of husk and small bits of cobs. These air currents are very powerful, but are under perfect control of the operator. The corn and cobs now free from dust are dropped to the top screen of the machine which is covered with a patented finger screen that allows the corn to pass through to the main screen while the cobs tail over and are discharged from the machine. This main screen is suitably perforated to allow the corn to pass through while any pieces of cob larger than corn tail over this screen. The corn drops through the perforation to the bottom or sand screen. The bottom screen is suitably perforated to remove any matter smaller than the corn, while the corn flows over the tail of the screen into the discharge leg. Here it



Monitor Dustless Corn Cleaner.

and a smaller margin of profit, hence the grain dealers who desire to get a fair profit out of the corn they handle, must put in first-class machinery and prepare to greatly improve the condition of the corn they buy before shipping it. Shelling with a grinding or pounding machine or attempting to clean with a fan or fanning mill will not do.

High grade machinery specially built for the purpose is invariably the cheapest grain elevator men can use. Machines bought on account of price alone generally prove the most expensive.

In conclusion herewith we beg to call the attention of corn handlers to the Monitor Dustless Corn Cleaner illustrated herewith. This machine is said to be radically different from any corn cleaner on the market. It is well and substantially built and made in a number of sizes with capacities to suit the largest as well as the smallest elevator.

In design it is somewhat similar to the well-known Monitor Elevator Sepa-

is subjected to two more distinct air currents which remove any foreign matter that may remain. Coarse material, screenings, etc., that are lifted by the air currents are deposited in the two separating tips over the screen. The bottoms of these tips are furnished with conveyors which carry the material outside the machine.

The manufacturers claim that "the Monitor Corn Cleaner is beyond a question of doubt the best machine for the purpose ever placed on the market, that it is the best built machine, is easy to place, light running, will do perfect work and corn is put into marketable condition by one operation. A large number of them are in use and operators are very enthusiastic in their praise. A valuable feature of the machine and one which gives it a marked advantage over others is in the fact that by a change of screens the operator can do the very finest quality of work on all kinds of grain. The machine is simply

invaluable where but one cleaner is used and different grains are handled."

The cleaner is made by The Huntley Mfg. Co., of Silver Creek, N. Y., B. F. Ryer, 32 Traders Bldg., Chicago General Western Agent.

ASKED AND ANSWERED

TO SEPARATE RAT DIRT FROM CORN.

Grain Dealers Journal: Can anyone tell me where I can get a device or machine for removing rat dirt leavings from corn? As it is the same as corn in weight and size I have been unable to remove it. J. M. A.

WHO ARE THE ERIE HAY CO.?

Grain Dealers Journal: Can you give me any information regarding the Erie Hay Co., of Jersey City, N. J. Are they members of the New York Produce Exchange? Western. [No one seems to know the company. They are not members of the Exchange. Secretary Produce Exchange, New York.] Anyone who can give us any information regarding the present address of the company or its members will confer a favor.

DOCKAGE AT TERMINALS.

Grain Dealers Journal: We would be glad to learn whether or not it is the custom of any of the elevators to dock grain coming in to them a certain number of pounds to the thousand to provide for shrinkage that will probably occur before they have delivered the grain to the buyer. For instance, we are informed that the elevators at Galveston dock all grain coming in to them for delivery to the exporters, 4 pounds to the thousand, apologizing therefor by saying that it is impossible for them to deliver into the ships of the exporters the same amount of grain which they took out of the cars of the shippers. C. O. McClure & Sons, Dallas, Tex. [We are informed on good authority that each car is docked 100 pounds at Galveston and 100 to 200 pounds at New Orleans upon arrival.]

WHO IS REGULAR?

Eugene C. Wagner, Columbus, secretary Ohio Grain Dealers' Association: In so far as we are able to discover, the definition of a regular grain dealer has never been taken up in an official way by the Ohio Grain Dealers' Association, but the "scoop shovel" men have been thoroughly discussed at a number of our meetings, and we know that we have a very few of such ones at any of our points in Ohio. All reputable buyers situated here in Ohio, who buy both for interior and seaboard market, refrain from bidding anyone who is not regularly located, having money invested in a warehouse at some one or more points. As to the writer's individual views on the subject, will say if he were to give a definition of a regular grain dealer, it would be something similar to the following: A regular grain dealer is one who operates an elevator or a grain warehouse at one or more stations, and confines himself exclusively to these stations, without encroaching upon the trade of any of his neighboring dealers by loading an occasional car of grain at stations where warehouses are operated.

by others, merely for the purpose of tantalizing his neighbor. The length of time in which a dealer must be engaged in business, in order to be considered "regular," we think should not be taken into account, but that a dealer may become "regular" just as soon as he has provided himself with the facilities for handling grain in the regular manner.

CAN FARMERS RECOVER WHEAT?

Grain Dealers Journal: I would consider it a great favor if someone would refer me to a court decision in a case similar to the following: Tuttle & Tuttle, of Springfield, O., received 550 bushels of wheat from a farmer for storage. The wheat was kept in the elevator, but no storage certificate was issued in this case. However, it was understood that the farmer was to pay a storage of 1 cent per month, and T. & T. agreed to pay the ruling market price for wheat any time the farmer desired to sell. They advanced \$300 on the wheat and later the farmer made an assignment. The lawyer of the assignee offered to pay storage on the wheat if T. & T. would pay the ruling market price for the wheat and present as a common creditor a claim for the \$300 advanced on the wheat. T. & T. refusing to make such an unreasonable settlement, the lawyer of the assignee brought suit to recover the value of the wheat or its possession. Any information about a parallel case may be of considerable value to
Ohio Elevator Man.

IS SHIPPER LIABLE FOR FREIGHT?

Grain Dealers Journal: Recently I consigned grain to a firm who has since failed without paying the freight on my grain or paying me for the grain. The railroad company now asks me to pay the freight. Accordingly I am very anxious to learn something regarding my liability in the case. Is shipper of grain liable for freight when grain is billed "Shipper's order, notify consignee," and the railroad company fails to collect from consignee? W. W. B.

Lull-Franke Grain Co., Milwaukee, Wis.: Our opinion of the case in question is that the railroad company has no claim on shipper for the freight charges. As car was billed to shipper's order, the bill of lading must have been indorsed over to the consignee before he could get the goods, consequently the title to the property was transferred from shipper to the consignee. It is a custom long established that payment of freight is demanded before delivery of property, and when the railroad company delivers goods before the freight charges are paid it does so at its own peril. We know of no court decisions bearing on this point.

Benton Grain Co., Kansas City, Mo.: We have known railroads to attempt to collect the freight on shipper's order stuff, which they have turned over without making collection, but have never known of an instance where they succeeded in making collection. We do not believe they are entitled to same, though we do not know where it has been passed upon by any court.

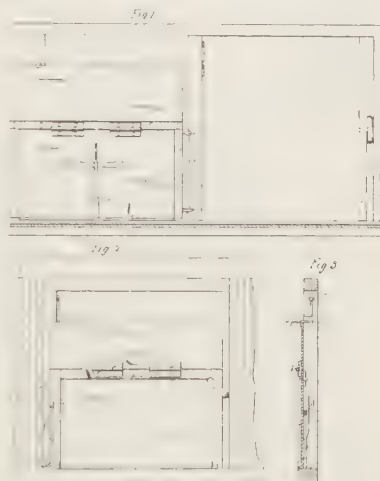
American Hay & Grain Co., St. Louis, Mo.: We have never heard of a case like the one mentioned above, but think shipper is liable for the freight.

James Orth & Co., Milwaukee, Wis.: We have never heard of this question coming up and would be glad to learn

the outcome of the case. In our judgment, if the shipment was made "Shipper's order, notify consignee," the owner of the property is responsible for the freight. If the bill of lading has been duly indorsed by the shipper and a draft has been made with bill of lading attached, draft being cashed at the bank, the bank is then the owner of the property, and responsible for the freight until the papers have been delivered to the consignee and payment received therefor. If in the above case the consignee has paid for the property and has the bill of lading in his possession, he is the legal owner of the property and is responsible for the freight. The responsibility for the freight ends as far as the shipper or the bank or other indorsers of the bill of lading are concerned upon the delivery of the bill of lading to the consignee, and he is solely responsible for the freight then, whether he has paid for the property or not. It is better if he has paid for it. If the draft with bill of lading attached was returned unpaid to the shipper and he now holds the same, of course he is the owner of the property and is liable for the freight.

A GOOD GRAIN DOOR.

We are indebted to W. B. Crandal, with Noble & Frede, grain dealers at Watson, Mo., for the following information regarding a new grain door for cars which was invented and patented by L. Gookins, of Watson. It is practi-



Car Door.

cally indestructible and of simple and cheap construction. Fig. 1 is a view showing the interior of a car provided with the door in its open position; Fig. 2 shows the door closed and Fig. 3 a central vertical section.

The principal feature of this door is that it is hinged on a hinge to the side of the car and opens and shuts on the same principle as a door in a house. When the car is not engaged in carrying grain the door can be folded and secured in an out-of-the-way position, as is shown in Fig. 1. When the car is to receive a load of grain the door is closed and firmly secured, then the upper member of the door is swung down and inward in order to permit the grain to be conveniently loaded into the car. When the car is filled almost level with the top of the lower or main section of the door, the upper member of the door is then swung up into its original posi-

tion and secured, the loading continues through the opening above the door.

It can be readily seen when this door is once in position and the car loaded with grain that it is impossible for the door to move in any way or bulge so as to permit a leakage of the grain. If country shippers would insist that all cars that the railroad companies give them to load grain in should be equipped with a door like this one there would be far less shortages in shipments. Unless the country shipper does insist on having good grain doors on the cars he uses for shipment, he is not likely to have them supplied.

KING'S REPORT ON WHEAT.

C. A. King & Co.'s nineteenth annual crop report, compiled by Frank I. King and issued from Toledo, O., April 22, states: We have received reports from 3,851 grain dealers and millers. They cover 483 counties, including every important wheat producer in the six principal states, which raise about half of the winter crop. 2,630 reports are from the important wheat counties and 1,221 from the smaller.

The reports show that a much larger amount than usual of the acreage sown is apparently dead beyond resurrection. There was nearly a million more acres sown to winter wheat in the six states than was harvested last fall. It looks now as though nearly three million acres would be abandoned. Kansas shows the largest amount, while Ohio shows the least. It is a little early to tell about Michigan. Indiana, Illinois and Missouri will each probably plough up about the same per cent.

Reports are more irregular than ever before. Ohio shows the best. Some sections near here are very bad, but the state promises fully an average crop. Indiana and Michigan come next, about two-thirds of last year. Illinois is a trifle poorer. Missouri had a poor crop last year and will have a much worse one this. Kansas will have about half as much as their enormous crop of last season. 233 reports say that the wheat crop will be larger than last year and 388 as large. These come mostly from Ohio. 140 reports say the crop will be a total failure. These come mostly from Illinois. 971 reports say that it will be only half as large as last year. The others vary from a quarter to seven-eighths.

There has been a very slight improvement in the average condition during the past two weeks. Season is backward. Michigan and Illinois show no improvement. Indiana is a trifle worse. Ohio and Kansas have improved a trifle, while Missouri shows a fair improvement. 1,449 reports say the crop is improving. 1,052 say it is about the same as two weeks ago. 843 say it is a trifle worse and 402 much worse. Many sections say rain is needed.

Receipts of wheat at primary markets for the 42 weeks ending April 17, as compiled by the Cincinnati Price Current, in bushels, were 237,518,000, against 199,284,000 and 151,522,000 for the corresponding periods of 1897-8 and 1896-7. For the week receipts were 2,064,000, against 3,811,000 the previous week and 1,660,000 and 1,895,000 for the same weeks of 1898 and 1897.

THE SUPPLY TRADE

The Skillin & Richards Mfg. Co. report business unusually satisfactory so far this year.

The Chicago Grain Door Co., of Chicago, has certified to an increase in capital stock from \$15,000 to \$100,000.

The Weller Mfg. Co. report business very brisk in all departments, with indication that point to its continuance.

The Webster Mfg. Co. has secured the contract for all the machinery to be used in the new elevator which is being built at Halifax, N. S.

Preach it from the housetops,
Sound it 'cross the skies,
You'll never find the market
Unless you advertise—
In the Grain Dealers Journal.

The Hess Warming & Ventilating Co., of Chicago, has recently issued a very interesting little booklet, describing the merits of the Hess Pneumatic System of drying grain.

J. Thompson & Sons Mfg. Co., on April 11, received an order for a Lewis gasoline engine from a firm of consulting engineers in Yokohama, Japan. They also received the cash in advance.

THE ADAMS GRAIN ELEVATING OUTFITS.

Existing conditions and circumstances have combined to emphasize the need of portable grain handling outfits which can be transferred from place to place and set up on short notice. One of the latest mechanical successes in this line is the Adams Self-Contained Portable and Stationary Grain Elevating Outfit, which, combined with Adams Power Grain Shovel and the Pease Horse Power, makes an inexpensive equipment of large handling capacity. Country elevator men who have no dump or wagon scale can readily relieve the farmer of the arduous labor of elevating his grain with a scoop shovel by putting in one of these outfits and elevating his grain to his hopper scale. If his elevator was burned, he could readily use his portable elevator for loading direct to cars until he could rebuild, or if operating a flat warehouse grain could be transferred from wagon to warehouse and from warehouse to car, or direct from wagon to car, as desired.

The elevator could also be moved to the corn cribs and there elevate from the farmer's wagon to the cribs. The power shovel unloads the corn from the wagon into the receiving sink of the portable elevator and it is then elevated and can be spouted so as to fill a crib 40 feet long and 12 feet high without moving the elevator or any shoveling being done.

One of the valuable features of the outfit is that it can readily be moved about and used in different places and for any of the different purposes named in the foregoing. If the regular elevator man's house is filled with grain and he is receiving other grain he desires to ship immediately, it would not be necessary for him to put the grain through his house. He could load direct from the farmer's wagon to cars, or, when business was rushing, he could use the portable elevator for loading as well as his regular elevator.

The outfit complete, as shown in View

No. 1, is set up and ready for business, but the receiving hopper is folded upon the elevator to permit the wagon to be hauled into position. In View No. 2 the wagon is shown in correct position and the receiving hopper tilted to the proper position to receive grain from the rear end of the wagon box.

The elevator leg or trunk is made in two pieces or sections, to facilitate its shipment. A center board extends longitudinally from the head to the boot pulley and divides the trunk into up and down legs. A 14-inch 4-ply rubber belt carries the steel ear corn buckets, size 13x7 inches, which are placed 16 inches apart. It is said to be able to elevate a wagon load of shelled corn or other grain in from three to five minutes. The trunk is 26 feet long over all and discharges grain at a point 19 feet 6 inches from the ground, which

treme simplicity facilitates its operation and reduces the chances for the machine to get out of order. The power required to operate the outfit is merely nominal, in fact, one horse or a small engine will do the work. Patents have been applied for. The outfit is made by the E. H. Pease Mfg. Co., of Racine, Wis.

SUITS AND DECISIONS

When the grain business of Charles Besore and George Besore, at Mayview, Ill., was sold to J. B. Walton, H. P. Walton and E. E. Walton, a contract was made that the Besores should not buy or ship grain at Mayview and that the Waltons should not enter the lumber business. Thinking the con-



The Adams Grain Elevating Outfit.—View No. 1.

will insure the delivery of grain to either end of a car. The boot shaft is provided with take-up boxes so that any slipping of the bucket belt may be stopped. Both the head and the boot shafts are driven by chain belts from the main power shaft of the machine.

The hand crank shown on side of frame is used for raising or lowering elevator trunk in the carriage frame. When it is desired to move the elevator it is lowered in the frame and the horse power and the rest of the outfit is loaded on carriage. The Adams Power Shovel is attached to the carriage.

As a portable automatic wagon unloader and grain elevator this outfit is said to be a complete success. It is not cumbersome to operate and is easily moved from place to place. Its ex-

tract had expired the Besores bought some corn from old patrons of theirs who resided near Mayview, and shipped it from Mayview. Now the Waltons have brought suit against the Besores for alleged failure to comply with the contract.

Where the defense to an action for the freight of a cargo is that it was carried under special charter by the day, the bill of lading of the cargo has been introduced, evidence that it is not customary to give a bill of lading where the boat is chartered by the day is admissible.—*Zimmerman v. Rainey et al.*, 56 N. Y. Supp. 199.

A warehouseman is liable for his own, and also for the negligence of the persons to whom he entrusts property. He is not liable for theft or loss by fire

unless such loss is occasioned by want of due and ordinary care on his part. *Amer. Express Co. v. Baldwin*, 26 Ills., 504; *Modon v. Covert*, 81 N. Y., 629; *Torrentine v. R. R.*, 100 N. C., 375.

The suit of James Orth & Co., of Milwaukee, Wis., against the Globe Elevator Co., of Duluth, Minn., has resulted in a verdict for the elevator company. Last year Orth & Co. bought 30,000 bushels of No. 2 northern wheat "c.i.f." Buffalo. The market declined. The elevator company called upon the buyers to put up margins to meet the difference, the sale having taken place some weeks before the opening of navigation. Orth & Co. having declined to put up margins, the elevator company closed the trade at a loss of \$750. The market subsequently advanced, whereupon Orth & Co. brought suit for \$3,750, the amount they claimed they would have made had the trade not been canceled.

Judge Schaeffer, of East St. Louis, Ill., has sustained the contention of the defendant in the suit of Thomas Brown, a stockholder, to dissolve the St. Louis Hay & Grain Co. Brown averred that the company sold material to the government and that in some manner the weights were changed, permitting the company to make more money than was legitimate. He admitted that the corporation was not in financial straits, yet he thought the company should forfeit its charter because of the method in which this particular business was transacted. It was held that a stockholder could not ask for the surrender of his company's charter, although he indirectly participated in revenue obtained by overcharges, unless he could show that the company, under the management, was in financial straits.

In the suits brought by James Nicol, George R. Nichols and Edwin S. Skillen, of the Chicago Board of Trade, the United States Supreme Court has decided that the second paragraph of Schedule A, of the war revenue act, which imposes a 1-cent stamp tax on each \$100 of value upon each sale, agreement of sale, or agreement to sell any products or merchandise on any exchange for present or future delivery, is valid. The court said the tax is in effect a duty or excise laid upon the privilege, opportunity or facility offered at boards of trade or exchanges for the transaction of the business mentioned in the act. It is not a tax upon the business itself which is so transacted, but it is a duty upon the facilities made use of and actually employed in the transaction of the business and separate and apart from the business itself. It is not a tax upon the members of the exchange nor upon membership therein, nor is it a tax upon sales generally. The act limits the tax to sales at an exchange, or board of trade, or other similar place, and its fair meaning is to impose a duty upon those privileges or facilities which are there found and made use of in the sale at such place of any product or merchandise. The adverse decision was expected by the trade, who have been paying the tax right along. It is a burden that will be felt in dull times.

Owners of the steamer St. Lawrence have arranged with the St. Joseph, South Bend & Southern railroad to carry freight between Milwaukee and St. Joseph.

TRANSPORTATION

Eastern railroad presidents will meet in New York, April 27, to consider grain differentials to the Atlantic coast.

Dynamite was used to clear the way for the opening of navigation in Muskegon lake. The ice was 12 inches thick.

The first vessel charters of the season, Chicago to Buffalo, were made at 2 cents, corn or wheat, shipper's option.

The Chesapeake & Ohio railway has given notice that it will not allow differential rates on grain shipped to the Atlantic coast.

Rumor has it that the Santa Fe railroad will make extraordinarily low rates to Galveston from points in Iowa and northern Missouri.

Grain freights have weakened at Duluth, it is said. Rumor has it that charters have been made for corn on a basis of 2½ cents for wheat.

Waterpipes in the holds of vessels will have to be removed, underwriters having given notice that they will not pay for grain damaged by leakage.

The first boats to clear from Milwaukee for Buffalo with grain were the

both domestic and seaboard rates. Shippers of Illinois corn are pleased with the removal of the discrimination against their territory.

The People's Transit Co. has been formed to operate a steamer line between Milwaukee and Benton Harbor. S. S. Burke, of Chicago, is president. The company's first boat is making tri-weekly trips.

The Interstate Commerce Commission has addressed a lot of questions to forty railways for information as to the relation of domestic and export rates on grain. An investigation of these rates will be held May 1, in Washington.

The Chicago & Alton railway will reduce the heavy grades between Bloomington and Lincoln, thereby enabling engines to haul one-third more tonnage. It is said the road will be double-tracked between Bloomington and Springfield.

The Western Elevating Association has succeeded in pooling the elevator business at Buffalo. Rates will be one-half cent. Vessels will unload at any elevator that can do the work the quickest, the Trunk Line Association having announced that delivery will



The Adams Grain Elevating Outfit.—View No. 2.

Fred Pabst and the Helena. The former was the first through the Straits last season.

The Lake Carriers' Association decided at the meeting in Cleveland, April 11, to postpone the incorporation of a shortage clause in the grain bill of lading until next season.

Grain shovelers at Buffalo are to be paid directly by the contractor, and by the hour, thus removing the men from the influence of the boss grain scoopers who keep liquor stores.

The Sioux City & Northern railway has put in a reduction of two cents per 100 on grain rates between points on its line and St. Paul, Minneapolis and Duluth, effective April 23.

A cargo of rye on the barge Sagamore, at Milwaukee, had to be sent to Chicago and loaded into cars for rail shipment to New York, to meet the April delivery for which it had been sold.

Rail rates on grain and its products have been reduced between Chicago and New York from 20 to 17 cents, between Mississippi river points and New York from 23½ to 19½ cents. The former differentials will apply to Philadelphia, Baltimore and Newport News, on

be accepted at elevators other than their own.

The Kansas, Missouri & Northern is building 132 miles of road to connect Council Bluffs and St. Joseph. Fifty miles of the line have been surveyed and 12 miles graded. Robert S. Doubleday, of New York, is president.

In the matter of export corn rates from points east and west of the Mississippi river an option was given April 12 by the Interstate Commerce Commission. The Commission decides that through or total combination rates on export corn from any points in Illinois which are higher than the through or combination rates on corn from any point in Iowa are unlawful under section 3 of the act to regulate commerce, and directs that order be entered accordingly. The Boards of Trade of Chicago and Peoria are granted leave to apply for further hearing in regard to the effect of the changes made in the general rate adjustment. The commission also notes some recent further reductions made by the carriers in rates on corn and also on wheat from Mississippi river crossings, and says that, while the order will be confined to corn, the principle of the decision applies to all grain.

ILLINOIS.

An elevator is to be built at Weedman, Ill.

C. E. Packard is buying grain and stock at Shirland, Ill.

A Whitaker, of Monarch, Ill., has purchased the elevator of George Frink.

Sauer's elevator at Rutland, Ill., was destroyed in the conflagration of April 16.

The local grain dealer at Elm Grove, Ill., is selling corn at 37 to 40 cents per bushel.

George D. Gould, of Windsor, Ill., writes that he expects soon to embark in the grain business.

Martin Kennedy, grain dealer at Creston, Ill., is looking for a location on which to build an elevator.

Readers will confer a favor by reporting the grain trade news and the condition of crops in their vicinity.

Robert C. Brown, who represented J. F. Harris & Co., in the Chicago wheat pit, died April 11, of heart trouble.

William McDougall, of McDougall & Whiteside, grain commission dealers at Chicago, died April 14 of typhoid fever.

Discouraging reports on winter wheat have been received by the Illinois State Board of Agriculture from 35 counties.

Grain shipments from Chicago east during the week ending April 22 were 70,147 tons, against 39,020 tons a year ago.

A new marine leg is being added to Wright & Hill's elevator at 22 and Lumber streets, Chicago, by the Webster Mfg. Co.

O'Hara, Baldrige & Co., of Carlock, Ill., are moving their elevator. The old driveway will be displaced by their patent dump.

The St. Louis, Peoria & Northern Railroad is to be extended and placed in operation this year from Peoria to Clinton, Ia.

The Galva Grain Elevator Co., Galva, Ill., has elected John Miller, president; S. P. Johnson, secretary; and John Root, treasurer.

Bonto Bros., of Low Point, Ill., have recently purchased 2 10-h. p. gasoline engines from the Webster Mfg. Co., for use in their elevators.

The new machinery which is being installed in the new Armour C elevator at Chicago, was bought from the Webster Mfg. Co., Chicago.

George Fookes has purchased the Beekman & Rayner elevator at Waggoner, Ill., for \$2,000, and now owns both elevators at that place.

William A. Furber, of Carlinville, will manage the south elevator and grain business at Virden, Ill., recently purchased by E. R. Ulrich & Sons.

Jacobs & Brauer's elevator at San Jose, Ill., was set on fire April 7 by sparks from a locomotive. Prompt work by a bucket brigade saved the building.

E. T. Harrison, Philadelphia, Ill., writes: I have purchased the grain and general merchandise business formerly owned by J. J. Higginson of this place.

The elevator of the American Cereal Co., on the C. & E. I. at Oakdale, Ill., has been closed. All employes have been discharged and only the watchman is left in charge.

A. J. Newell of Ottawa, Ill., died April 9 of paralysis. He had been engaged in the grain business many years, and five years ago took charge of the line of elevators of Knapp & Griswold. Only a few months ago he became a member

of the firm of Dunaway, Newell & Co. He was 60 years old.

C. K. Sacket, of Ware & Leland, says: From information we have received from our correspondents, I am led to believe that the winter wheat is very badly damaged.

McReynolds & Co., Chicago, will move into much larger quarters on the third floor of the Western Union Building. Their offices are now on the second floor of the same building.

R. E. Wardhaugh, Jacksonville, Ill., writes: Wheat is looking a little better (April 24) than it did a week ago. We had a hard freeze, which some say hurt it, while others say the contrary.

A complete telephone system is being installed in the Chicago Board of Trade building, connecting every office with the exchange floor, to facilitate the business of brokers and commission men.

A solid train of broomcorn, comprising 25 cars, left Arcola, Ill., April 12, for distribution among manufacturers of Ohio and West Virginia. The huge shipment was made by Duncan & Tarbox.

The transfer of grain on the B. & O. Southwestern at Beardstown, Ill., was delayed recently by a strike of the shovelers. The demand of the 50 men concerned was acceded to, and work resumed.

McReynolds & Co., of Chicago, Ill., are contemplating the building of a large cleaning elevator at Chicago this summer. If built it will be one of the most complete and best elevators in Chicago.

The contract for the 60-mile extension of the Chicago & Eastern Illinois Railway from Marion, Ill., to the Mississippi River at Santa Fe, Ill., has been awarded, and the work is to be finished by Nov. 1.

The Starz Elevator at Kenney, Ill., owned by W. F. Starz, of Kenney and E. Beggs, of Ashland, was burned on the evening of April 17, together with 1,000 bushels of grain. Loss, \$8,500; insurance, \$4,500.

J. F. Harris & Co. have moved the offices of the grain receiving department of their business to rooms on the fourth floor of the Board of Trade. The option department still remains in the old offices on the first floor of the Board.

Emerson French, of Lafayette, Ind., who formerly was engaged in the grain business at Farmer City, Ill., has decided to return to Farmer City and build an elevator on his lot near the Illinois Central and Big Four tracks.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, published every Friday of the year, for two (\$2) dollars. Both are invaluable to the trades they represent. Try them.

The annual report of Secretary Grier, of the Peoria Board of Trade, for 1898, just issued, shows a shrinkage in the volume of grain receipts. Receipts at Peoria were 30,325,000 bushels, comprising 559,000 bushels of wheat, 17,994,000 bushels of corn, 9,546,000 bushels of oats, 136,000 bushels of rye and 2,088,000 bushels of barley.

Pratt-Baxter Grain Co., Taylorville, Ill., writes: Our business has been light the past few weeks owing to mud, but we have had better weather the past few days, and after oats seeding will receive some grain before plowing

for corn. We think our wheat crop a failure: some fields show some growth, but we think it will only amount to a cheat and a growth of blades that will make nothing. We believe that by the middle of May evidence will be sufficient to justify plowing all wheat under except that which has grass sown, which may be left for the grass, as it takes rotation of crops for the benefit of the land, and when the time comes for grass they put it in and leave it.

President Richard S. Lyon says the Chicago Board of Trade is gratified with the finding of the Interstate Commerce Commission in the matter of freight rates on grain as between Illinois and Iowa points. This decision will liberate millions of bushels of corn tied up by an unjust discrimination against the great corn state of Illinois.

Rosenbaum Bros.' new elevator at 87th St. and Stewart Ave., Chicago, was partially equipped with Monitor machines when the house started last fall. After a thorough test they have placed their order for both Monitor Clippers and Separators with B. F. Ryer, General Western Agent of the Huntley Mfg. Co., 32 Traders' Building, Chicago, to complete the elevator equipment of grain cleaning machinery. This is certainly a high compliment to these well known machines.

Since the formation of the firm of Ware & Leland, its career has been one of steady growth. Their first offices were taken a little over a year ago in the Gaff building, but this live firm soon commenced to expand, and its offices were increased to more than double their original size. Even that was not enough and on April 15th another change was made when this firm moved its offices to the second floor of the Rialto Building. It now occupies half of the floor space of the north half of the building. These offices have been overhauled to meet the needs of this firm and are strictly up to date. The firm's receiving business, which is in charge of Mr. Edward G. Heeman, continues to grow.

The elevators of the Peavey Grain Co. in South Chicago will soon have one of the most complete fire protections of any elevator in the country. The contract for installing this system has been let to John G. Thomas, contracting engineer for the General Fire Extinguisher Co. The equipment will include over 4,000 Grinnell Automatic Sprinklers, several hundred outside Grinnell Drenchers, two large fire pumps with a combined capacity of two thousand gallons of water per minute. A secondary high pressure water supply reserved in four large steel pressure tanks, has also been provided for. Besides this arrangements have been perfected for auxiliary aid from fire boats and fire engines by means of a number of similar connections placed at advantageous points.

PENNSYLVANIA.

Kindly send us notices of new elevators, new firms and business changes.

William Pepper, grain dealer, of Newville, Pa., died while attending church April 9.

Hay dealers who handle grain and grain dealers who handle hay can secure both the Hay Trade Journal and the Grain Dealers Journal for \$2 a year, if subscribed for at the same time.

Alone the former costs \$2. Don't miss this opportunity.

The promoters of the combination of hay and grain dealers at Pittsburg, Pa., held a meeting April 10 to arrange the details.

M. H. Minter, of New Cumberland, Pa., has purchased a piece of ground on which he will this summer erect a grain elevator.

Addison Leech, a pioneer elevator operator at Erie, Pa., died suddenly April 10, as the result of a fall. He was 74 years of age.

John O. Foering, chief grain inspector, Philadelphia, and Henry L. Goemann, Chicago agent of Hancock & Co., of Philadelphia, have been making a tour of the western grain markets to examine the condition of corn.

NEBRASKA.

K. A. Kehoe will erect an elevator at Platte Center, Nebr.

Mr. Foster has bought out Paul Steinberg at Bradshaw, Nebr.

G. L. Burgess has retired from the grain business at Julian, Nebr.

W. H. Austin has retired from the grain business at Franklin, Nebr.

S. T. James will build a 5,000-bushel elevator at Prairie Home, Nebr.

O. A. Cooper, of Humboldt, Nebr., will paint eleven elevators this season.

T. L. Carroll, of Gothenburg, Nebr., may put in a larger gasoline engine.

J. H. Swan will paint his 20,000-bushel elevator at Moorefield, Nebr.

Readers will confer a favor by reporting the grain trade news of their vicinity.

W. P. Banning will put an 800-bushel hopper scale in his 10,000-bushel elevator at Union.

W. W. Cameron will put a new grain separator in his 20,000-bushel elevator at Chester, Nebr.

The Duff Grain Co. will throw out its old gasoline engines and put in steam or horse power.

C. C. Conner has sold his elevator at Ohio, Nebr., to Nye, Schneider & Co., and will locate elsewhere.

The Crowell Lumber & Grain Co. will put new power plants in six or eight of their elevators this season.

The Union Lumber & Grain Co., of Elmwood, Neb., has changed its name to Elmwood Mill & Elevator Co.

Kyd & Co. are erecting a 25,000-bushel elevator at Burchard and will build a 25,000-bushel elevator at Odell, Nebr.

While playing in the grain pit of J. Buck & Co.'s elevator at Crete, Neb., a 16-year old boy was smothered to death.

Haines & Merriam expect to put a larger gasoline engine in their elevator at Omaha. They now have a 40-h. p. White & Middleton.

The Union Stock Yards Co., of Omaha, Neb., has obtained an order of court to keep hay and grain dealers from selling to stock shippers at the yards.

Meckling, a small town in Clay county, Neb., is becoming a grain shipping point. Since September 1 over 200,000 bushels of grain have been shipped from that point.

John Killian, of Cedar Rapids, has purchased at auction the elevator of Cherney & Kavan on the Elkhorn line at Exeter, Neb., and will put in a lumber and coal yard also.

Grading has begun on a line to be built between Alliance, Neb., and Hartsville, Wyo., by the Nebraska, Wyom-

ing & Western, a company allied with the Burlington & Missouri River.

Reports to the Omaha Bee, received during the middle of April indicate that the damage to winter wheat and rye has been greatly exaggerated. Fields which had all the appearance of being dead when the ground was frozen are reported to be coming out. In other sections, where the plant was reported damaged to a considerable extent, it has developed wonderful vitality and shows little if any damage.

At Winside, Neb., two elevators will be built. The erection of one has been begun by the American Grain Co., of Minneapolis. The other will be erected by McClusky & Needham, a local firm. The town will then have four elevators.

New members of the Nebraska Grain Dealers' Association are Burwell Grain Co., Burwell, Neb.; F. H. Woodgate, Ingham, Neb.; J. W. Warrick, Meadow Grove, Neb.; H. O. Boyd, Lyons, Neb.; Peavey Elevator Co., Minneapolis; E. E. Sidnam & Co., Randolph, Neb.; S. Fritzson, Randolph, Neb.; M. Fritzson, Beldon, Neb.; G. A. Gray, Coleridge, Neb.; M. D. Chilson, Randolph, Neb.; C. A. Thompson, Allen, Neb.; B. C. Christopher & Co., Kansas City; J. W. Booth & Sons Com. Co., St. Louis, Mo.; McReynolds & Co., Chicago.

Jas. Cannon, of Sutton, recently won a \$17,000 prize as the most successful storer of farmers' grain in Nebraska. He kept right on taking the farmers' grain for storage until he had over \$17,000 worth. As fast as it was stored he would ship it out and sell it for his own account. About March 1 he became discouraged by his growing indebtedness to the farmers and disappeared one night without saying anything about his future address. When his disappearance was announced the farmers turned the bins and spouts wrong side out, but found no grain. The elevator is now being operated by J. Delaney, but the farmers have not forced him to go into the storage business as yet, and some think he need have no fears along this line.

MICHIGAN.

E. C. Baer has drawn plans for the 20,000-bushel wheat elevator which is to be built in connection with the mill of F. W. Stock at Litchfield, Mich.

C. M. Northrup's warehouse and grain elevator at Lakeview, Mich., was burned April 17, with a quantity of wheat, oats and potatoes. Loss, \$4,000; insurance, \$3,500.

Frank Squair has disposed of his interest in the elevator business with Mr. Sprague at St. Johns, Mich., and has engaged in the general feed and produce business.

The contract for the construction of the Detroit & Toledo Shore Line has been awarded. C. N. Haskell of Toledo is chief promoter of the road, which will be 53 miles long.

The Michigan crop report issued by J. S. Stearns, secretary of state, April 11, states that conditions have not been at all favorable to crops. There was much freezing and thawing. In answer to the question, "Has wheat during March suffered injury from any cause?" 305 correspondents in the southern counties answer "yes" and 106 "no;" in the central counties 73 answer "yes" and 93 "no;" in the northern counties 17 answer "yes" and 42 "no;" in the upper

peninsula all correspondents agree that wheat has not been damaged during the month. The condition of wheat is 72. Of the crop of 1898, 24 per cent is in farmers' hands.

With a view to assisting the Rhoades Grain Co. in maintaining competition at Niles, Mich., the merchants of the town propose to put up a small elevator. Generous merchants.

R. E. Ward has taken a partnership with M. & J. McLaughlin & Co., dealers in grain and beans at Jackson, Mich., with whom he has been connected as manager since the business was established a year ago.

NEW ENGLAND.

Henry Bennett is erecting a grain store at South Hadley, Mass.

Edward Pierce, of Marlborough, Mass., has bought a boiler and engine for his elevator and mill.

INDIANA.

O. P. Tabor & Co., is building a new elevator at Remington, Ind.

Farmers are endeavoring to erect a grain elevator at Marshfield, Ind.

Joseph Huber, of Kewanna, Ind., will control a second elevator in that town.

George E. Moore has succeeded Pavey & Moore in the grain business at Kingman, Ind.

The Southern Indiana Railway intends to build 46 miles of road from Ellettsville to Terre Haute, Ind.

Curtis & Co., of Remington, Ind., have commenced work on the foundation of their new grain elevator.

The Chicago, Bluffton & Cincinnati Railway is to be built this summer from Huntington to Union City, Ind.

William Leslie, grain dealer of Elizabethtown, Ind., died April 4, from congestion of the lungs brought on by exposure. He was 23 years old.

The regular dealers in the vicinity of La Fayette, Ind., will hold a meeting in that city soon to take steps to remove some of the abuses which encumber their businesses.

The Vigo Warehouse Co. has been incorporated at Terre Haute, Ind., to operate public warehouses and grain elevators. Capital stock, \$10,000; directors, Paul Kuhn, William Bartlett, Edward Van Ulzen.

Joseph E. Witt, of Lebanon, Ind., has traded a 300-acre farm valued at \$15,000 for one-half interest in the grain and milling business of Campbell, Thomas & Co., of Frankfort, operating an elevator at Boyleston.

Schultess Bros., Garrett, Dekalb county, Ind.: Not 10 per cent of the winter wheat is alive. Most of the farmers are plowing up their wheat. Acreage was larger than usual; 15 per cent old wheat in farmers' hands. Very little old corn, but some oats in farmers' hands.

Means & Witt, of Lebanon, Ind., will tear down and rebuild the present brick elevator, replacing it with a frame structure covered with iron. A dump and a wagon scales will be put in. The purchase of new machinery is contemplated. Work on the improvements, which will cost \$1,800, will begin soon.

The Cyclone Grain Co. has been incorporated at Cyclone, Ind., to succeed William E. Bolt. Capital stock, \$3,000; incorporators, J. C. Young, president; J. M. Brafford, secretary and treasurer.

The firm will build an elevator at Cyclone, but the members will continue their individual business in grain. Mr. Young at Michigantown, and Mr. Braf-ford at Frankfort. Mr. Bolt has retired.

A correspondent of Montague & Co., Chicago, writing from Seymour, Ind., under date of April 24, makes the following report on the condition of the growing wheat crop in that section: I have been making the rounds of this state from the Illinois line on the west as far north as Ft. Wayne, over to the Ohio line and south to the Ohio river. During the past three weeks there has been an immense improvement in the condition of the growing wheat crop. Three and four weeks ago fields that looked brown and bare are now covered with a good live green stand. Indiana is going to be nearly all right as far as the wheat crop is concerned. The last few rains have decided that.

The Indiana weekly crop report of April 18 says: Plowing for corn, sowing oats, planting potatoes and gardening progressed more rapidly, with the ground in better condition. Rye and barley are in good condition; rye is of rank growth in some fields. Early sown wheat is slowly improving, growing green in the central and southern portions, but in many fields of the northern portion wheat is beyond recovery, and it will be replaced by oats and other crops. The yield of wheat this year will possibly be less than that of last year.

PACIFIC COAST.

The Washington Grain & Milling Co. has succeeded the Washington Feed Co., at Spokane, Wash.

Rates on grain will be reduced, it is said, from points in the San Joaquin valley to Port Costa, and from Livermore to San Francisco, Cal.

W. H. & J. H. Matthews have purchased the grain business of Joseph Moxley, at Covina, Cal., the new firm being known as W. H. Matthews & Co.

Robert E. Bolton and John E. de Ruyter have formed a partnership as Bolton, de Ruyter & Co., at San Francisco, Cal., to do a commission business in grain and securities.

A barge containing 4,000 sacks of wheat was upset recently on the Sacramento River while en route to San Francisco. A portion of the wet grain was recovered, but the wheat swelled, bursting the sacks, and the whole had to be shoveled ashore and sold for chicken feed. A good grain drier would have paid for itself in the drying of that one cargo.

George Wright, state grain commissioner of Washington, reports that extreme cold has had disastrous effect in many districts throughout eastern Washington, reducing the average condition 20 per cent less than last year. The fall wheat is spotted and resowing has been found necessary. Rain will not be needed until the last of May or early in June. Farmers are planting barley pretty heavily. The largest holders of wheat are getting ready to sell.

Since rain made the harvest a certainty the state bag factory at San Quentin prison has received enormous orders for its product. The large stock on hand has been exhausted, and the supply is limited to a monthly output of 400,000. On April 11 the Dunstaff-

nage arrived at San Francisco from Calcutta with 6,352 bales of grain sacks, cloth sufficient for 600,000 more sacks and 6,500 bales of raw jute. Calcutta sacks are quoted at \$5.50 per 100, buyer June, July.

TEXAS.

F. S. Windle, formerly of Dallas, Tex., has gone into the grain business at Britton, Tex.

Work on the extension of the Moscow, Camden & San Augustine Railway from Camden to San Augustine is to begin in June.

Foster Bros., of Cisco, Tex., write: We have no elevator at this place and no improvements are to be made in the grain line.

The Austin & Northwestern, a branch of the Southern Pacific, is to be extended from Burnet to Lampasas, Tex., a distance of 22 miles.

Two 25,000-bushel steel storage tanks will be built for the Pilot Point Mill & Elevator Co., at Pilot Point, Texas., by the Edward P. Allis Co., of Milwaukee, Wis.

The elevator at Vernon, Tex., owned by McMillan & Sons and operated under lease by Crutchfield Bros., has been burned, together with 2,000 bushels of grain.

E. H. Crenshaw, Fort Worth, Tex., writes: We had a most excellent rain on the morning of April 15, which came just in time to benefit the growing crops very much, as it was very badly needed.

C. F. Moore, Bryan, Tex., writes: We are not in the grain belt. The wheat belt commences about 80 miles north. We have plenty of corn to supply the demand at home. We have no elevators.

C. McD. Robinson, chief grain inspector of the Port of Galveston, was a delegate to the recent meeting of the Shriners at Fort Worth. He still thinks Galveston the only town, despite the arguments of Secy. Crenshaw to the contrary.

We are reliably informed that the Secretary of the Texas Grain Dealers' Association is so busy these days that he allows counterfeit money to be palmed off on him. But he got held up in trying to pass it on Treasurer P. T. Andrews.

E. H. Crenshaw, of Fort Worth, Tex., writes: Bowman & Wall, of Plano, Tex., will build an elevator. The Midlothian Grain Co., of Midlothian, Tex., is pushing along on its new elevator and mill, and will have them ready for the new crop.

For the excursion to the City of Mexico the Texas Grain Dealers' Association has obtained a rate of \$30 passenger fare and \$14 sleeping car. Tickets good to return in 30 days. To get the low rate and stop-over privileges not less than 60 passengers must go.

E. H. Crenshaw, of Fort Worth, Tex., writes: The dry weather has been quite serious throughout Texas, and on this account the crop outlook is not at all promising. I understand the same conditions prevail in the Indian and Oklahoma territories. The crop will be about three weeks later than last year. The first planting of corn was about all killed by frost, but all has been replanted. The weather is yet unfavorable for the growing crops, as it is quite cold for

this climate. We had a much needed rain to-day, April 6, which came in the nick of time, and with favorable seasons from this on we will harvest a fair yield.

P. T. Andrews & Co., of Fort Worth, Tex., write: We have recently had good rains generally, and crop prospects have improved wonderfully. Crops in north Texas are considerably more encouraging than in south Texas. We think the corn and oats acreage will be about the same as last year. Our farmers are planting a great deal of cane and millet seed.

The order of business at the annual meeting of the Texas Grain Dealers' Association, May 8 and 9, will be an address by President J. P. Harrison, reports of Secretary E. H. Crenshaw and Treasurer P. T. Andrews; reports of the committees on arbitration, transportation and insurance, and the election of officers, to be followed by a general discussion of questions of interest to the association.

John E. Bailey, general manager of the Galveston Wharf Co., Galveston, Tex., writes: "This company has entered into a contract with J. C. Stewart & Co., to increase the capacity of our elevator 'A' from 1,000,000 to 1,600,000 bushels, giving us for next season an increased storage capacity of 600,000 bushels. The elevator will also be remodeled with the object of the quick handling of grain through the house." Elevator "A" long since established the top notch record for the rapid loading of grain into vessels.

Secretary Crenshaw writes: The membership of the Grain Dealers' Association is now more than double our first enrollment on September 6, and is growing very satisfactorily. The association is doing and has done a great deal of good, not only to its members, but to grain dealers in Texas, with bright prospects for more useful work in the future. The zeal of our members, is unabated. They know how to appreciate a good thing. We expect a large attendance at our annual meeting and an interesting time. Many important questions will be up for consideration. I think our association will go on record in line with the Southern Grain Association in regard to shipments to the southeastern states, doing away with the vicious practice of shipping grain subject to inspection and payable on arrival.

The excursion of grain dealers to Mexico is an assured success. Secretary Crenshaw informs us that the executive committee has arranged the route via M. K. & T. from Fort Worth to Taylor; I. & G. N. to Laredo, and the Mexican National to the City of Mexico. Leaving Fort Worth 8 p. m., May 9, the itinerary will be as follows: Arrive at San Antonio 10 a. m., May 10. Arrive at Laredo 4:10 p. m., May 10th. Leave Laredo 4:40 p. m. Arrive Monterey 9:30 p. m., May 10th. Leave Monterey 12 m., May 11th. Arrive Saltillo 3 p. m., May 11th. Leave Saltillo 9 p. m., May 11th. Arrive San Luis Potosi 7 a. m., May 12th. Leave San Luis Potosi 4 p. m. Arrive Toluca 6 a. m., May 13th. Leave Toluca 1 p. m. Arrive Mexico City 4 p. m., May 13th. We expect a good crowd. Most of our party will have their wives with them on the trip, which will add to the enjoyment and pleasure.

WISCONSIN.

Joseph Duvall will build a grain elevator at Kewaunee, Wis.

Julius Kuehn has obtained a permit to build a grain warehouse at Kaukauna, Wis.

Fowell & James will erect a warehouse at Readstown, Wis., for the grain, stock and lumber business.

Threshermen are given a lien on grain by a bill passed by the Wisconsin legislature, hence buyers will have another lien to guard against.

Richards & Chandler, of Oregon, have taken possession of the elevator at Verona, Wis., formerly owned by Muir & Co., and will buy grain and stock.

H. J. Dixon, of Chetek, Wis., writes: There are no prospects that any new elevators will be built here. I have sold my own to Wesley Carter, who will take possession May 10.

The report of Secretary W. J. Langson, of the Chamber of Commerce, shows that the grain trade of Milwaukee last year broke all records. Receipts in 1898 were 51,413,000 bushels, an increase of 15,020,000 bushels over 1897 and 12,467,000 bushels more than in any previous year.

The big steel elevator which the Great Northern Railway is building at West Superior, Wis., will have cubical instead of circular tanks. The tanks will be 65 feet high and 50 feet wide. The main building, containing the elevating and cleaning machinery, will be 370x128 and 230 feet high. An initial capacity for 3,000,000 bushels will be provided.

SOUTHWEST.

H. Rages & Son, Renfrow, Okla.: Wheat looks well here. Only a small per cent is damaged.

The Norman Milling & Grain Co. has been incorporated at Norman, Okla., to succeed the Norman Mill & Elevator Co.

H. Rages & Son, of Renfrow, Okla., write: We have sold our business at Bison, Kan., to Ficken & Sparks, and are now building an elevator here.

The contract for the construction of the grain warehouse of G. E. Ady at Denver, Colo., has been let. The building will be 200 feet long and 40 feet wide.

The Colorado Southern Elevator & Warehouse Co., at Denver, Colo., has been incorporated by parties connected with the Colorado Railroad, to build a system of elevators along the road.

J. R. McJunkin, of Hot Springs, Ark., writes: No new firms or new elevators are starting in this city. An effort is being made to build a flour mill. I am the only exclusive grain receiver in this city.

J. C. Tousley, a regent of the Agricultural College, Oklahoma, has gone over the territory thoroughly between Arapahoe and Stillwater and found that the wheat prospect was equal if not superior to any previous year.

E. J. Spratlin of DeWitt, Ark., writes: The grain trade is looking up here now. Owing to almost all of the corn raised in this county having been damaged by rains last fall, there is not enough corn to supply the demand. There are no elevators in this county, and I have the only grain house in DeWitt.

The Oklahoma crop report states that wheat has held its own and shown some improvement. A few fields that were thought to be entirely killed are begin-

ning to look green, and may yet make a light crop. It is estimated that from one-half to two-thirds of the entire acreage is in from fair to fine condition. Oats are coming up and growing slowly. A fair acreage has been sown.

OHIO.

Grain trade news items are always welcome.

M. E. Burke will build an elevator at Marion, O.

W. P. Salladay is building a new elevator at Ashville.

J. T. Bryant will build a 10,000-bushel elevator at Frankfort, O.

M. R. Gorrell will build a 10,000-bushel elevator at Dowling, O.

Mr. Travis will build a 10,000-bushel elevator at Grove Port, O.

Stewart & Cissna will build a 150,000-bushel elevator at Mansfield, O.

Let us hear from you. News items and letters are always welcome.

McDill & Ramsey will remodel and enlarge their elevator at Oxford, O.

H. S. Heffner, Circleville, Piqua county: Average condition and acreage.

Mr. Dietrich has started his new 25,000-bushel elevator at New Carlisle, O. Mrs. R. V. Cline, of Wilkesville, O., writes: The growing wheat crop looks well.

M. Gunning has just completed an addition to his elevator at Chillicothe, Ohio.

Pfeiffer & Miller will build their new elevator at West Milton, O.

W. E. Cook, Cook's, O.: The farmers have been feeding more of their corn this season.

F. E. Langdon, Wilmington, Clinton county: Acreage larger; considerable old wheat back.

The dealer who has 100 tons of hay bought in at \$5 should be exquisitely happy these days.

M. W. Chambers, Dayton, O.: Oats acreage average. We will have the usual crop of corn.

Jenkins & Stryker have purchased the grain elevator and coal business of E. S. Tuttle at Norwalk, O.

The regular dealers of Southern and Western Ohio will have a day's outing at Dayton next month.

Much wheat will be plowed up and sowed to oats, so the acreage is likely to be larger than last year.

Bennett & Thompson, of Wilmington, O., will enlarge their elevator and put in a sheller and cleaner.

The Hessian flies are reported to be very numerous in some wheat fields near Springfield and Dayton.

John McConn, Fayetteville, Brown county: Wheat looks well. Acreage larger. Lots of old wheat held back.

Charles Schantz has purchased a tract of land on the Pan Handle at Zimmerman, O., on which to erect an elevator.

J. E. Wells & Co., of Quincy, O., write: Wheat shows about 80 per cent in this locality. That we consider all right.

W. E. Cook, Cook's, Fayette county: Wheat prospects good; acreage, 10 to 15 per cent larger. Very little old wheat on hand.

E. J. Griffis & Co., Sidney, O., will build a warehouse 30x60 for storing hay and mill feed and will put in elevator for bran.

G. N. Perrill, Bowersville, Green county: Prospects good for average

crop; increased acreage. Very little old wheat on hand.

S. M. Thorne, Sabina, Clinton county: Average condition; acreage larger than last year. Considerable old wheat in farmers' hands.

It is probable that the Ohio State Grain Dealers Association will have its annual outing at Star Island again this year, late in June.

The Waverly Grain Company, composed of local merchants, which fitted a small elevator at Waverly, O., is managed by Will Gregg.

W. A. Nutt, Urbana, Champaign county: Condition above average; acreage 10 to 15 per cent larger; 10 per cent old wheat in farmers' hands.

G. A. Orebaugh, Wilmington, Clinton county, O.: The condition of wheat is 90 per cent, acreage 100 per cent; wheat in farmers' hands, 20 per cent.

G. A. Townsend, Lynchburg, Highland county: Wheat, average condition; acreage, 10 to 15 per cent larger. Considerable wheat in farmers' hands.

The Southern Ohio Grain Dealers Association has room for a few more members. The regular dealers of that section will profit by applying promptly.

M. Gunning, Chillicothe, Ross county: Full average condition. Valley wheat best in fifteen years. Acreage about the same. Old wheat on hand, 25 per cent.

J. Ihrig & Sons have placed a 40-inch burr in their 45,000-bushel elevator at Springfield, O., and will grind feed. They will build cribs for 10,000 bushels ear corn.

Dennis Dwyer has received the contract to build the 50,000-bushel elevator for H. C. Helm at Greenville, O. It is said James A. Ries is interested in the new elevator.

Sneath & Cunningham, grain dealers of Tiffin, O., have leased the Nickel Plate Elevator of H. C. Lee at Greenspring, O., Josiah Christman being placed in charge.

George Dorn, Madison Mills, Fayette county, O.: Condition of wheat is good; acreage large; crop will be up to the average. Wheat in farmers' hands, 10 per cent old crop.

The condition of wheat along the H. & D. from Dayton to Sidney is perfect, while between Sidney and Deshler the wheat fields are spotted and brown and many will be plowed up.

John Boden, New Vienna, Clinton county: Wheat is in splendid condition. Prospects best I have ever seen during my eleven years here; 30 per cent of last crop in farmers' hands.

L. H. Johnson, Springfield, Clark county, O.: Wheat is in good condition, but not above average; acreage 10 per cent larger; 10 per cent last crop wheat in farmers' hands, 35 per cent of corn.

McCord & Kelley, Columbus: At least 10 per cent of the Ohio wheat landed during the last 40 days has been off grade. Much of the wheat is musty, having been put away in bad condition.

Tuttle & Tuttle, Springfield, Clark county, O.: After a twenty-five mile drive in the country, will say condition of wheat is better than last year; acreage 10 per cent larger; 30 per cent last crop in farmers' hands.

Little & Co., of Old Town, O., write: The prospect for wheat in Greene county was never better at this season of the year than now (April 25.) We estimate about 40 per cent of last year's crop is yet in the hands of farmers. Hay

is scarce and prices are high. Very little corn is moving and no great amount is in the country.

E. C. Wagner, Columbus: Condition in Franklin county above average. Early sown very good; late sown is backward. Acreage, 25 per cent above average, and in farmers' hands, 30 to 35 per cent of the last crop.

The Coon-Churchill Co. will remove the cattle which it has been feeding on the damaged grain from the Union Elevator at Toledo, O., to Lima City, where the feeding will be continued on a tract of 80 acres bought for the purpose.

A. E. Cornell has built a small elevator on his farm three miles southeast from Sidney, O., and proposes to make the regular dealers at Sidney pay top prices. He buys, stores and hauls grain to Sidney for shipment.

Asa Little, of Little & Co., grain dealers at Old Town, O., received the nomination for county treasurer of Greene County at the recent primary election. As this is a strong Republican county it is safe to congratulate Mr. Little in advance upon his election.

Durst Milling Company, Dayton, Montgomery county, O.: Wheat prospects not as good as three weeks ago; condition 75 per cent. Acreage increased 10 per cent. Old wheat in farmers' hands, 20 per cent. Very little corn and no oats in farmers' hands.

There is some talk of an excursion of grain dealers of Southern Ohio to Baltimore to inspect the city's facilities for handling and its methods of weighing and inspecting grain. The unloading of cars, the condition of cars upon arrival and after they are unloaded should also be inspected. Such inspection would prove of advantage to Ohio shippers as well as Baltimore receivers and track buyers.

W. A. Rundell & Co., of Toledo, O., write: Put-in-Bay Island is a much more desirable place for the annual outing of the Ohio Grain Dealers' Association, and is able to afford accommodations far superior to Star Island. In addition, the islands surrounding Put-in-Bay are much more interesting than the locality around Star Island. We should be glad to see the Association alter its decision and go to Put-in-Bay.

F. N. Quale, Toledo, O.: The wheat crop in Lucas county is bad, very bad and it is bad all through the northwestern tier of counties. I would say that from what I could see from the car, there will not be over 65 per cent of an average wheat crop between Toledo and Marion, Ind. From Marion to Indianapolis, however, the crop is better than usual and I am of the opinion that while the results in the immediate vicinity of Toledo will fall away below the average, the general crop will be good and in the winter wheat belt will be probably as good as the average heretofore harvested.

George Ihrig, Springfield, Clark county, O.: I took a drive of forty-five miles April 19 and found some farmers had plowed up their wheat and sowed the ground to oats. The condition of wheat is about 70 per cent: acreage at least 10 per cent larger than last year; 30 per cent last crop in farmers' hands. The Hessian fly has appeared in many places and may do much damage. Hardly any oats in farmers' hands. I am selling oats to farmers for seed; the oats acreage will be smaller, while the corn acreage will be 10 per cent great-

er. Corn is scarce; not over 20 per cent in farmers' hands. Hay is very scarce and difficult to buy at New York prices.

IOWA.

Work has commenced on the elevator at Barnard, Ia.

Send in notices of new elevators, business changes and new firms.

J. H. Carter, grain dealer at Waukegan, Ia., is erecting an implement warehouse.

Flemming Bros. expect to build an elevator and hardware store at Dolly, Ia.

William Holmes, of Wilton, Ia., advertises to grind feed at 3 cents per bushel.

The Farmers' Elevator Co. will build a 20,000-bushel elevator at Freeman, Ia. P. A. Bryant is manager.

Stuckey & Berkey, grain dealers at State Center, Ia., will build an office and remodel their elevator.

J. F. Harris & Co. will again overhaul their elevator at Burlington, Ia., and increase its handling facilities.

L. D. Clark, of Iowa City, has purchased the elevator and grain business of his brother, H. G. Clark, at Grinnell, Ia.

J. E. Kunder, Battle Creek, Ia., writes: The spring is late here. Present weather is favorable and prospects are good.

C. J. Hagan will have charge of the elevator which R. Morgan is building at Hedrick, Ia., for the Neola Elevator Co., of Chicago.

Steel & Jenks, grain dealers at Coon Rapids, Ia., will dissolve partnership May 1, Mr. Jenks and his son continuing the business.

The Farmers' Elevator Co. has been incorporated at Gayville, Ia. Capital stock, \$4,000; incorporators, Charles Sheperdson and others.

E. E. Bulen, of Dexter, Minn., has bought one-half interest in the elevator of P. Vandover, at Riceville, Ia., and will move his family there.

H. K. Forsyth, of Griswold, has purchased the Coats & Wilkinson elevator at Henderson, Ia. J. L. Graham will continue to manage the business.

S. S. Christy, Meriden, Ia., writes: The crops here are about finished, and farmers will go after the corn. We need rain badly for small grain.

The Chicago, Rock Island & Pacific will at once extend its Winterset branch from Winterset to Creston, 40 miles southwest, via Macksburg.

T. C. Carson has purchased the oil mill at Iowa City, Ia., from the National Linseed Oil Co., for \$4,000, and after throwing out the oil machinery will equip it with grain handling machinery.

A. E. Moerke has purchased the elevator of C. C. Bender at Spencer, Ia., and will take possession May 15. Mr. Moerke has been engaged in the grain and stock business in that vicinity for 18 years.

An elevator company has been formed at Mason City, Ia., with \$25,000 capital stock, to conduct a general grain business in that locality. A. Kime is president; W. J. McAllister, secretary, and H. E. Soesby, treasurer.

J. E. Kunder, Battle Creek, Ia., writes: There is nothing to induce new enterprise in the grain trade here just at present. In the past season this station only shipped 1,000 bushels. So much stock feeding cuts it down more than half.

The American Elevator Co., of Minneapolis, will build a line of elevators in Iowa and Nebraska. W. S. McLaughlin, formerly manager, and Mr. Ellis, formerly secretary of the Peavey Elevator Co., are identified with the new company.

J. L. Gwynn & Co., of Imogene, Ia., have purchased a 16-h. p. Lewis gasoline engine made by the J. Thompson & Sons Mfg. Co., of Beloit, Wis. They will build a new brick engine room, with cement floor, and will connect the engine direct to the line shaft by means of a friction clutch.

Fire on April 17 destroyed the elevator at Mitchellville, Ia., owned by Charles Counselman & Co., of Chicago, and operated under lease by B. R. Patterson. The contents, 40,000 bushels of oats and 20,000 bushels of corn, were badly damaged. Insured. The plant was run by steam power.

G. A. Stibbens, of Coburg, Ia., writes: Farmers here are just beginning (April 13) to do a little work in the fields, and the season is fully three weeks later than last spring. There will be no movement of grain for the next 40 days, as farmers are so far behind with their work that they will have no time to deliver it.

Schwartz & Co., of Walcott, Ia., say: We wish to confirm our prediction of some five or six weeks ago that wheat was totally frozen out. We had the largest acreage sown here to winter wheat that has ever been put in before, and not in thirty years have we had such a total freeze out. In previous years some has always been left for seed, but this spring there is not a patch.

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will hold a meeting at the Windsor hotel, Atlantic, Ia., on May 3, at 8 o'clock p. m. This meeting will be in the interest of the dealers on the Rock Island between Des Moines and Council Bluffs and C. J. Phillips, D. F. A. of the Rock Island, has been invited to be present. This is a good opportunity for dealers on this road to get acquainted, and everyone should attend and join the Union.

Director Sage, of the Iowa Weather and Crop Service, in his report of April 18, states that in the northern and central districts much progress has been made in seeding wheat and oats; and the bulk or small grain will be planted within the coming week, with generally fair conditions of the soil. In portions of the southern districts the work of seeding has been retarded by excessive moisture in the soil. The acreage of spring wheat seeding in the northern and central districts will not be materially less than last year, and about the usual area of other small grain will probably be sown. Reports as to condition of winter wheat are generally unfavorable.

Wallace M. Coats, of Hillsdale, Ia., has left town without making known even to his family his future address. He owes large sums. Before leaving he gave Major Barnes, banker of Malvern, power of attorney to carry on his grain business. His residence and the elevator at Hillsdale are in his wife's name, and are only a fraction of some \$25,000 received from her father's estate. Mr. Wilkinson, of Malvern, a former partner, has no connection with Mr. Coats, the firm having been dissolved a year ago, Mr. Wilkinson taking the elevators at Malvern, Hastings

and Macedonia, and Mr. Coats retaining the elevators at Hillsdale, Henderson and Tabor. It is said Mr. Coats has lost money in board of trade speculations.

MISSOURI.

A round lot of Michigan No. 2 red wheat was sold recently by Pope & Eckhardt, of Chicago, for shipment to Kansas City.

Lang & Berger, of Kahoka, Mo., have moved their grain office to a location where they are making preparations to build a grain elevator.

J. J. Hiddleston has severed his connection with the Moore Grain & Elevator Co., at Kansas City, Mo., and now represents Carrington, Hannah & Co., of Chicago.

Harroun Bros., grain dealers at St. Joseph, Mo., are defendants in a suit for \$286,000, brought by the Jackson Lithia Springs Co., in which they are stockholders. Conspiracy to wreck the company is alleged.

Hunter Bros., of St. Louis, Mo., write: Poor winter wheat millers have had a hard time the past three years, and are living in hopes that we will raise from one-half to two-thirds of a crop this year, which is about all we can expect from the present prospects.

Elevators 1 and 3 of the St. Louis Hay Exchange were burned April 16, together with a quantity of hay and 9 cars. The elevators were used for hay storage. With difficulty the flames were kept from spreading to the adjoining grain elevator. Loss on hay \$15,000, on buildings \$40,000; insured.

SOUTHEAST.

An elevator of 50,000 bushels capacity will be erected at Halls, Tenn.

Send us notices of contemplated elevators, new firms and business changes.

The new grain elevator of the Paducah Coal & Mining Co., at Louisville, Ky., was put in operation April 17.

S. Zorn of Louisville visited Chicago recently to induce Chicago shippers to join the Southern Grain Association.

The Tennessee River Navigation Co. is making a number of repairs on its warehouses and grain elevators at Chattanooga, Tenn.

The new elevator and mill of the Kentucky Milling Co., at Henderson, Ky., was burned April 10. Loss, \$17,000; insurance, \$14,000.

Fire at midnight April 5 destroyed the warehouse of E. S. McClurg at Knoxville, Tenn., together with a quantity of grain, feed and seed. Loss, \$15,000.

R. J. Bramham, of C. D. Smith & Co., grain dealers of Nashville, Tenn., is charged by Mr. Smith with fraudulent appropriation in having converted to his own use a note for \$2,745.

Another large terminal grain elevator is to be built at Newport News, Va., by the Chesapeake & Ohio Railway. President M. E. Ingalls and General Manager George W. Stevens were at Newport News recently to inspect the terminal facilities. The improvements will cost \$1,000,000.

One of the two elevators on the Louisville & Nashville at Lancaster, Ky., was burned on the morning of April 6. The building was operated under lease by H. A. B. Marksbury & Son, who had in store 2,500 bushels of wheat and a large amount of hemp and seed, which was insured. Some hemp-handling machinery and 4,000 sacks were also burned.

No insurance on the building, owned by the Lancaster National Bank.

The first weekly bulletin of the Virginia section of the United States weather and crop service, states that the winter has been very unfavorable to wheat. The early sown in all sections has come through the winter much better than late sown, but both are far below the normal in growth and condition. There has been a great deal of winter killing at times when the ground was not protected by snow, and in a number of instances the fields will be plowed up and planted in other crops.

KANSAS.

A. Jordan, grain buyer at Independence, Kan., is enlarging his office.

Kramer Bros. will at once begin work on an 80,000-bushel elevator at Wellington, Kan.

An elevator costing \$17,000 is to be erected at Lindsborg, Kan., by the Thorstenburg Grain Co.

The Eagle Mill & Elevator Co. has been incorporated at Newton, Kan., with \$25,000 capital stock.

L. A. Lockwood, of Niotaze, Kan., has let the contract for the construction of five elevators in that vicinity.

J. H. Burroughs, of the Plainview Mill & Elevator Co., will build an elevator in connection with the flour mill at Plainview, Kan.

The Phoenix Mill & Elevator Co. has been incorporated at Coffeyville, Kan., with \$20,000 capital stock. An elevator will be built.

Ficken & Sparks have purchased the grain business at Bison, Kan., of H. Rages & Son, who have removed to Renfrow, Okla.

The new weighmasters appointed by A. E. McKenzie, Kansas state grain inspector, are: A. Temme, Kansas City, Kan.; Fred Peterson at Burlington, S. W. Moore at Louisburg, J. C. Wasser at Horton, A. W. Wyatt at Garnett.

A. E. McKenzie, Kansas state grain inspector, has agreed with the Missouri Railroad Commission to make the weight of a bushel of wheat 59 pounds. The Kansas standard has been 58 pounds, that of Missouri 59.

Secretary Coburn says the Kansas department of agriculture does not accept as final the "positive knowledge" of the state's conditions obtained by the well-meaning and all-wise observer who has "been out over the state" on a railroad tour from Alma to Wamego.

The Johnson-Brinkman Co., of Kansas City, Mo., is defendant in a suit for \$22,000 damages brought by Joseph W. Snyder, a weighmaster of the Kansas Grain Inspection Department, for injuries received while at work in the company's elevator at Rosedale, Kan., in October.

F. D. Coburn, secretary of the Kansas department of agriculture, issued a report April 19 on the acreage and condition of winter wheat. The per cent likely to be plowed up on account of failure is 26. The condition of the remainder, 3,515,216 acres, is 68 per cent. The soil is in excellent condition as to subsurface moisture. While the conditions on the whole might be more favorable, there is no occasion at this date for fearing that Kansas will not in the aggregate have a large output of winter wheat.

MINNESOTA.

A farmers' elevator is to be built at Johnson Station, Minn.

Rates on grain products have been reduced from St. Paul and Minneapolis from 23½ to 19½ cents to New York.

The contract has been let for the construction of a branch of the Chicago & Northwestern Railway from Sanborn to Vesta, Minn.

A railroad is being constructed from Mankato, Minn., up the Minnesota River valley to New Ulm, Minn., by the Chicago & Northwestern Railway Co.

Fire April 18 destroyed the elevator at Audubon, Minn., operated by Andrews & Gage. The contents, 10,000 bushels of grain, are a total loss. Insured.

The Consolidated Elevator Co., Duluth, Minn., is considering another addition to its storage capacity by enlarging Elevator H. When enlarged the capacity of this house, which is used for corn and oats, will be increased from 1,200,000 to 2,700,000.

F. W. Conrad, of the Minnesota weather bureau, reports that wheat seeding generally commenced April 12, and has been completed on upland farms and light soils along the Mississippi River. Grass is backward. Fall rye and clover generally wintered well. Good showers will soon be needed.

The State Elevator Co., C. E. Thayer, manager, will build a 200,000-bushel elevator with a full equipment of cleaning machinery, at Minneapolis, Minn. Steel storage will be provided for 500,000 bushels at first, to be increased later to 1,000,000. The new plant takes the place of Elevators E 1 and E 2, which burned.

A cleaning and mixing house with a complete equipment of machinery will be erected at Minneapolis, Minn., by E. S. Woodworth & Co. The house will have 50,000 bushels capacity, and will be connected by belt conveyor with a new storage elevator of equal capacity.

James F. Bassett, of Commons, Bassett & Co., grain dealers of Minneapolis, Minn., died of paralysis April 10, aged 75 years. For 30 years he was connected with the old and well known firm of Bassett, Hunting & Co., McGregor, Ia., which he left in 1887 to join the Minneapolis firm. Of a retiring disposition, Mr. Bassett was highly esteemed by his business associates, among whom he had many friends.

Lyman E. Cowdery, of Cowdery & Co., grain dealers of Mantorville, Minn., who failed in 1898, on April 13 was found guilty of fraudulent practices in the conduct of elevator business and sentenced to one year's imprisonment. In company with J. G. Wheeler he operated several elevators in Dodge county for a number of years. Farmers' grain received ostensibly for storage was shipped out and sold for account of the bailee.

The joint committee of the Minnesota legislature made its report April 17. The committee finds that the grading of wheat has not been uniform; that prior to the month of October the new crop of wheat had not been graded solely on its merits; that the system of appeal from the inspectors' decision is impracticable and of little benefit; that it appears that some of the inspectors have been incompetent; that the weighing of the grain at the terminals is carried on in a loose manner; that the farmers suf-

fer heavily by shipping uncleaned wheat and by loading wheat into dirty and unswept cars.

NORTHWEST.

A. B. Ellis, of Minneapolis, Minn., will build a 20,000-bushel elevator at Montrose, S. D.

The Western Wagon & Grain Co., of Butte, Mont., has increased its capital stock from \$5,000 to \$10,000.

Extensions of the Northern Pacific Railway have been authorized from Sykeston, N. D., and from Cooperstown, N. D.

A. C. Johnson, formerly connected with the Van Dusen Elevator Co., and now a traffic manager of the Northwestern Railway, predicts that South Dakota's wheat crop will be one of the largest.

Wheat seeding has progressed steadily in South Dakota. Some oat seeding has been done in the extreme southeast. A large area of new ground is under cultivation in North Dakota and parts of South Dakota. Moisture in the soil is ample.

Fire at Groton, S. D., destroyed three elevators on the night of April 4. The fire broke out in the hay loft of the Marfield Elevator Co.'s house, containing 1,200 bushels of wheat, and spread to the coal sheds, containing 40 tons of coal. The loss of the Atlas Elevator Co. is on the building alone, all the grain having been shipped and the house closed. F. C. Robinson, of Groton, lost his elevator and coal sheds, with 6,000 bushels of wheat, 40 tons of soft and 25 tons of hard coal. The loss of Mr. Robinson is \$3,000, with partial insurance; Atlas Elevator Co., \$7,000, and Marfield Elevator Co., \$10,000, both fully insured. The Marfield Co., which has its headquarters at Winona, Minn., will probably rebuild.

CANADA.

The engine house of the Dominion Elevator Co., at Portage la Prairie, Man., was damaged April 4 by fire.

The Great Northern Railway of Canada intends to erect a 1,000,000-bushel grain elevator at Quebec. E. A. Hoare, C. E., Quebec, is chief engineer for the company.

The Canadian minister of railway has decided, it is said, to build a 1,000,000-bushel grain elevator at Montreal, and will ask for funds at this session of Parliament.

Oats and flax are recommended for the diversification of crops in the Northwest. Both have given good yields per acre at the Manitoba experiment station.

William Scott and J. W. McRae, representing the Prescott Elevator Co., appeared before the Montreal harbor board recently to explain their proposition to build a 1,500,000-bushel elevator.

A delegation of members of the Winnipeg Grain Exchange and the grain standards board has interviewed the Department at Ottawa regarding the proposed changes in the inspection of grain.

The Baxter & Galloway Company has been incorporated at Burlington, Ont., to do a grain and milling business. Incorporators, Richard E. Baxter, private banker; Fred W. Galloway, merchant, and Edward A. Cherry, miller, of Galt.

W. J. Conners, of Buffalo, and W. Colby and R. W. Goulder, of Cleveland,

representing the American syndicate, called on the government at Ottawa, April 13, with plans for the construction of elevators at Montreal, Port Colborne and Port Dalhousie.

A movement is on foot to have grain go into store at Fort William on inspection at Winnipeg. The shipper would then know a week or two earlier the grade of the car and would consign to the best buyers of that grade, or sell by sample, without the present delay.

NEW YORK.

Many New York grain dealers are creditors of Russell & Birkett, the millers of Penn Yan, N. Y., who failed recently.

A grain elevator and warehouse costing 3,000,000 are to be built, it is said, by the New York Central Railroad at Weehawken.

Thomas G. Wells, connected with the firm of Rice, Quinby & Co., of New York Produce Exchange, died recently, aged 52 years.

The Cayuga Lake Trading Co. has been incorporated at Cayuga, N. Y., with \$10,000 capital stock, to handle grain, farm products and merchandise.

Hughes & Wilkinson, of Rome, N. Y., write: We are buyers of corn and oats and mill feed. We grind no wheat. We use about 400 to 600 bushels of corn per day.

The National Stock & Grain Co. has been incorporated at Buffalo, N. Y., with \$25,000 capital stock, by D. T. Hughes, W. E. Cook, G. F. Winfield and Harry W. Foss of Buffalo.

John D. Shanahan, chief grain inspector, Buffalo, was in Chicago recently, on his way to Minneapolis and Duluth, in the interest of the Buffalo Merchants' Exchange, with a view to improvement in the services of the inspection department at Buffalo.

H. Dusenberry & Co., of New York, write: The receipts of hay during the past week (April 22) have not been large; due presumably to a disinclination in farmers making deliveries while looking after spring work. Trade, however, has been a little quiet. Prices are firmly held at figures previously quoted, top qualities being in special favor, while all qualities throughout the list can be disposed of advantageously.

Lightning ignited the elevator at Dresden near Penn Yan, N. Y., on the night of April 12. From the cupola the fire spread until the building was completely destroyed, together with several loaded and empty freight cars. Clarence Angus owned the building and the 5,000 bushels of wheat it contained, which he had purchased for the Geneva Patent Cereal Co. The elevator was operated by Mr. Angus and Perry Dennison under the firm name of Dennison & Angus. The building was 36x50 feet and three stories high, and had been erected in 1880 by Theodore Dennison and the late Henry Birkett. Loss, \$25,000; insurance, \$2,300.

J. A. Edwards & Co., Chicago, write: While at times it may be to the benefit of regular grain dealers to accept track bids, and where corn grades it certainly secures them from loss in case the market is declining, yet when the corn does not come up to contract, that is the time they get it in the neck.

PATENTS GRANTED

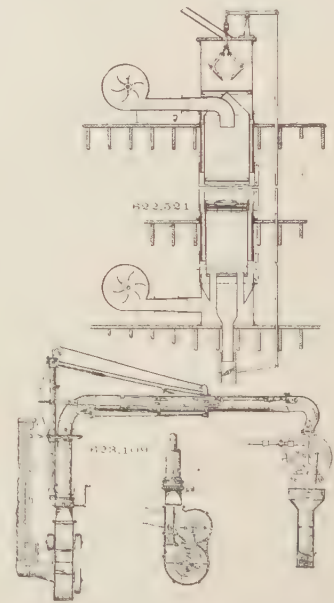
Ernest W. Graff, of Baltimore, Md., has been granted letters patent No. 622,891 on a gas engine.

Franz Holtzhausen, of Nossen, Germany, has been granted letters patent No. 622,802 on a grain scourer.

Edmund E. Allyne and Ralph G. Anderson, of Cleveland, O., have been granted letters patent No. 622,876 on a gas engine.

William F. Davis, of Waterloo, Ia., has been granted letters patent No. 622,914 on a grinding mill and assigned same to the Davis Gasoline Engine Works, of same place.

James McDaniel, of Minneapolis, Minn., has been granted letters patent No. 622,521 (see cut) on a grain drier. The principal feature of this drier is the combination of inner and outer perforated cylinders with an annular space between them, a transverse division extending across the inner cylinder and dividing the space within the cylinders into two separate compartments, a means for forcing air into each of the compartments and permitting it to escape through the perforated cylinders and through the body of the grain contained in the annular space between the cylinders.



James B. Schuman, of Columbia City, Ind., has been granted letters patent No. 623,109 (see cut) on a pneumatic elevator, and assigned it to the Pneumatic Elevator and Weigher Company of Indianapolis, Ind. This elevator consists principally of a boot, a fan therein, a delivery spout discharging into the boot and conveying the material to be elevated thereinto. The conveyor tube is connected to the boot and formed of two divisions joined by a flexible connection, one of which divisions extends upwardly from the boot to the flexible connection and the other of which extends outwardly from the connection and comprises two parts telescopically mounted. Also a means for adjusting the outwardly extending division to a greater or less extended position and supporting the outer or discharging end at different elevations.



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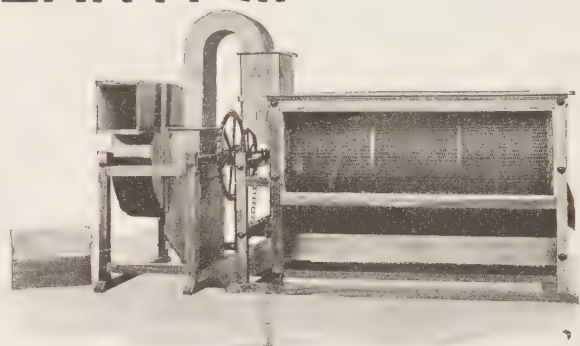
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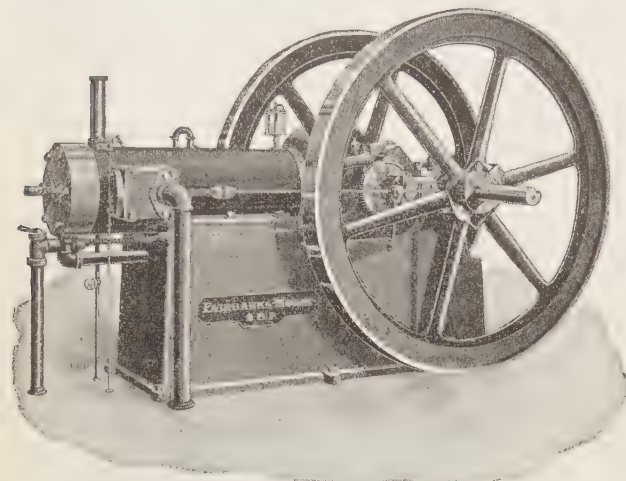
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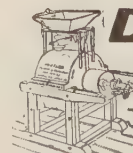
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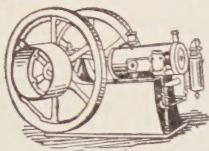
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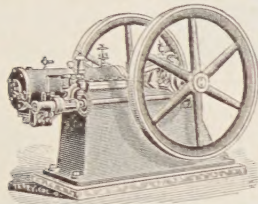
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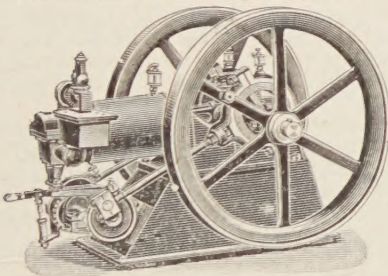
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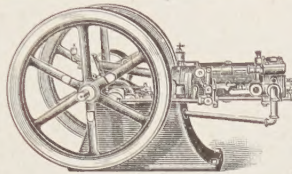
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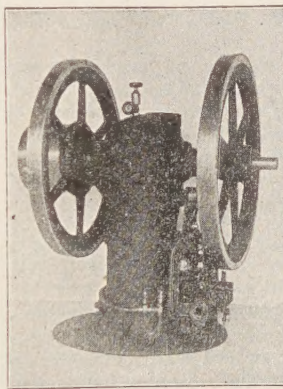
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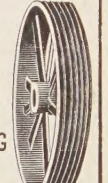
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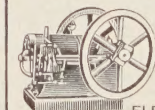


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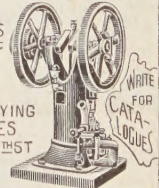


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LARGEST WAGON LOAD OF CORN.

The elevator men who think they have received a large load of corn will now have occasion to open their eyes, for the largest load has been hauled to market and sold to George T. Elliott, at Mattoon, Ill. The whole weight of wagon and empty sacks was 1,400. The net weight of corn was 8,230 pounds, or 117 bushels, 40 pounds. This is more than 3 bushels in excess of the largest load previously reported to us.

This load was hauled by a single

COBS.

Buckwheat is scarce.

Spain, it is rumored, will increase the present duty on wheat.

Our South African trade in corn and meal is endangered by the competition of the native corn.

Drouth and extreme heat during the past few months have been very destructive to crops and stock in Australia.

Bags are selling at double the price

square miles, of which 45,000 acres is under cultivation.

Exporters have petitioned the Secretary of the Treasury to modify his ruling of March 8 to permit the change of destination of bonded merchandise at the port of export.

By running sweating wheat through a fanning mill a couple of times and subjecting it to strong air currents dealers can improve it sufficiently to bring a much higher price.

To exterminate the locusts the Argentine government is introducing the



Largest Wagon Load of Corn.

team of horses on a wagon manufactured by the Original and Genuine Fish Bros. Wagon Co., of Racine, Wis. With heavy, damp corn, Illinois has the lead this year on heavy wagon loads. If any dealer can report a load to beat this one, we would be pleased to hear from him.

Turkey's sultan is impressed with the quality of American oats and contemporaries supplying these exclusively to the palace stables.

Floods in the Argentine have curtailed the movement of wheat. Roads in the northern part of the country were rendered impassable.

ruling last year in the Argentine, owing to the large wheat crop and a bag trust.

The visible supply of grain in the United States and Canada on April 22, as compiled by George F. Stone, secretary of the Chicago Board of Trade, was, in bushels, wheat, 29,179,000; corn, 28,101,000; oats, 10,426,000; rye, 1,330,000, and barley, 1,714,000. On the corresponding date last year there was in store wheat, 25,914,000; corn, 31,649,000; oats, 11,775,000; rye, 2,860,000, and barley, 894,000. All grains show a decrease as compared with the previous week.

The biggest wheat farm on earth is said to be that of the Bell syndicate in Assiniboia, Canada. It contains 100

(champi, a beetle which devours the eggs of the locust. Good results are said to be apparent.

Barley and oats seeds have been kept for 110 hours at a temperature of 312 degrees below zero, and then slowly thawed for 50 hours. On being planted they germinated and grew.

Ferguson & McGinnis, receivers of hay and grain, New Orleans, La., are sending a leaflet to hay shippers, stating what constitutes the four grades and giving practical pointers.

Gasoline engines, it has been decided by the Chicago Underwriters, shall be charged for at the discretion of the superintendent of ratings, unless approved by the patent device committee.

POLK'S FLOUR MILL, GRAIN AND SEED DIRECTORY OF THE UNITED STATES and CANADA

NUMEROUS inquiries for a complete and reliable Directory of Flour Mills and Grain Dealers of the United States and Canada have induced us to utilize our unequalled facilities in the compilation of the work. It will be so complete as to commend itself and to prove invaluable to all who are interested in Milling and Grain. Amongst the more important features will be


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Wholesale Flour Merchants, U. S. and
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Having men in all parts of the Union on our City and State Directories, we can procure more complete and reliable information than would otherwise be possible, as well as give the work a much larger and wider circulation. Price of Directory, \$5.00. For advertising rates address

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TWO JOURNALS \$2

Dealers engaged in handling hay as well as grain will profit by subscribing for a journal devoted exclusively to the hay trade and for the Grain Dealers Journal. THE HAY TRADE JOURNAL is published weekly by Willis Bullock at Canajoharie, N. Y., for \$2 per year. The Grain Dealers Journal is published semi-monthly by the Grain Dealers Company at Chicago, for \$1 per year. Regular dealers can get both journals one year by sending \$2 to either journal and mentioning this offer.

\$3 for \$2

Clarks Car Register

Indispensable to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

The book comprises double pages of heavy paper ruled in columns for initials, car number and record. Well bound, 11 x 14 1/2 inches.

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ALL SIZES FROM
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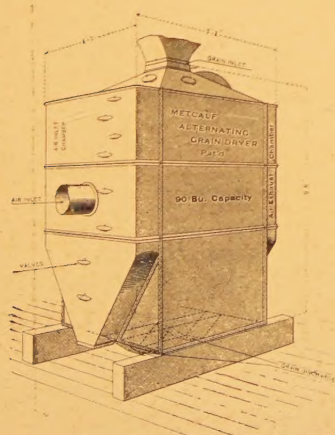
Advise us how much grain you wish to dry per hour and we will quote you prices.

JOHN S. METCALF & CO.,

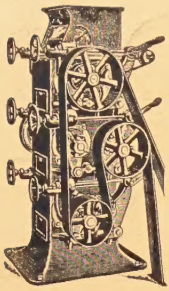
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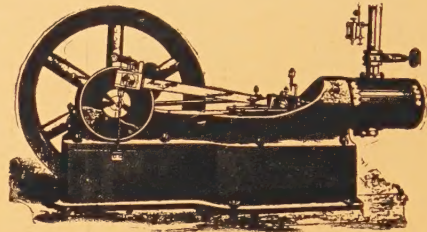
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